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COVER: the 77 metre *Smeralda*  
Photography: Klaus Jordan

issue 313



138

MAARTEN JANSSEN/SUPERYACHT TIMES; THIERRY AMELLER; ADRIAN HOUSTON



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july 12

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### SMERALDA

Aiming to build on its two previous fast and efficient superyachts, Hanseatic Marine has produced the slender 77 metre dart that is *Smeralda*. And she sure is fast

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### LAUREL

*Laurel* launched six years ago – and promptly disappeared on a seemingly endless global voyage. But now she's back, and can be finally revealed in all her luxurious, yet logically designed glory. And she still looks brand new

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### PEGASO

Freire Shipyard's 73 metre *Pegaso* is the ultimate luxury research vessel, and reflects the owner's desire to travel the world in comfort and style, while exploring its oceans – with the help of a five-person submarine, of course

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### ENDEAVOUR

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COURTESY OF HOLLAND JACHTBOUW, B. STICHELBAUT, GILLES MARTIN-RAGET

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### WORLD SUPERYACHT AWARDS – THE GALA EVENING

Our coverage of the most glamorous and important event on the calendar, featuring the good and the great of the superyacht fleet, rewarding the industry's brightest talents

### WORLD SUPERYACHT AWARDS – THE WINNERS

Judged by experts, these were the best in superyacht design and build of 2011

### TRAINING ON RAINBOW

With five classic Js meeting to race in the UK shortly, we focus on what it took to train the crew of HJB's new super-fast *Rainbow*

### THE BUILDING OF SMERALDA

Lean, fast and efficient, *Smeralda* is impressive, but balancing the long waterline, narrow beam and lightweight construction against stability was a tough challenge for the Hanseatic team

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### AMERICA'S CUP DIARY

The latest AC45 World Series event against the spectacular backdrop of Venice, Italy, yet again drew huge crowds, but light winds made racing a challenge

### LAUREL AROUND THE WORLD

Is this what superyachts were invented for? Designed and built specifically for long-term, long-distance exploring, *Laurel* set off to take its owners around the world in comfort and style. Six years, 120,000 nautical miles and many fabulous adventures later, *Boat International* cracks open the logbook...

### MARKET ANALYSIS/BROKERAGE

This month our analysis of the market focuses on charter, the sector that is so often a strong indicator of the superyacht market in general. There's also our roundup of yachts sold and new to the market, as well as the most notable price updates

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OCEAN TRAVELLER



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MY MONDO45 EXPLORER

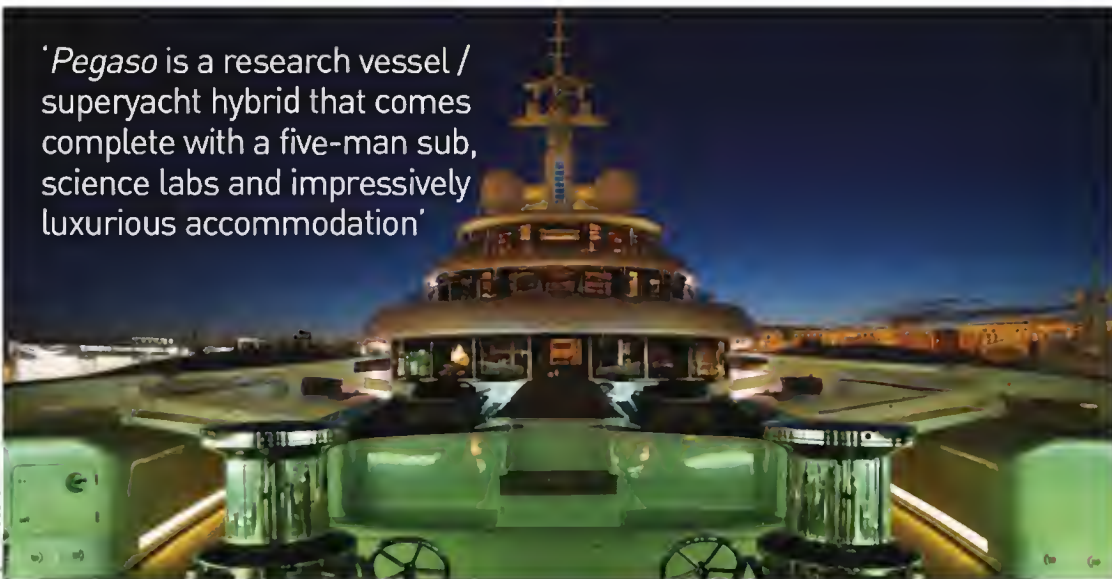
# THE EXCELLENCE OF ITALIAN CRAFTSMANSHIP





'*Pegaso* is a research vessel / superyacht hybrid that comes complete with a five-man sub, science labs and impressively luxurious accommodation'

ADRIAN HOUSTON



MARK SHAWES



While I'm not usually one for true confessions, the seductive atmosphere of a rustic restaurant in the Italian town of Pietrasanta during a recent preview of Perini Navi's 73m Vitruvius project seemed to elicit more than its fair share of interesting tidbits. Forget for a moment the fact that other guests included a naked skateboarder and the King of Redonda; I think what most surprised

Cristina Bernardini, one of our hosts from Perini, was that she was sharing a table with a former Miss Antigua – me.

The confession was drawn during a conversation about our World Superyacht Awards gala ceremony, which had taken place on 5 May. My host claimed that men have no idea what it's like to wear killer heels for an evening, and I was duly bound – as a former Miss Antigua – to set the record straight...

The Awards themselves brought together the great and the good of the superyacht world, who turned out in force to see who would take home a coveted Neptune. Held on the banks of the Bosphorus at the extraordinary and beautiful Çiragan Palace Kempinski, the setting was truly magical – we have full coverage of the event and the deserving winners in this issue.

In fact, this issue features some yachts that could well make next year's awards. We bring you the very first onboard feature of Hanseatic Marine's stiletto-like 77m yacht *Smeralda* which has been designed to be sleek and highly efficient – not to mention impressively fast. We also take a look at the delicate balancing act required in her design.

For those of you with an adventurous bent, make sure you check out the remarkable *Pegaso*, a 73.6m research vessel /

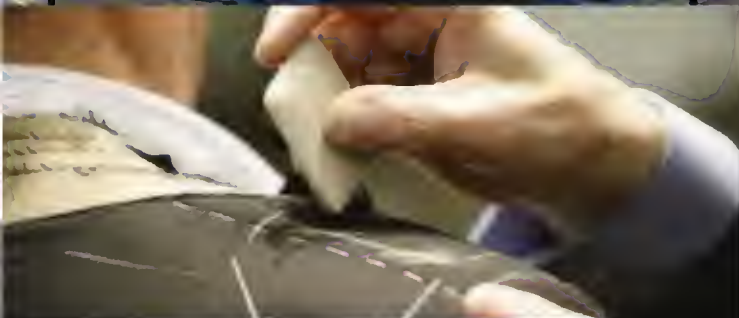
superyacht hybrid that comes complete with a five-man sub, science labs and luxurious owner and guest accommodation.

We cover the impressive 73m *Delta Laurel* – seen for the first time since her launch in 2006 – and her epic six-year, 120,000 mile round the world odyssey, and on top of that we drill down into the work done on the J Class *Endeavour* during her recent 100,000 man-hour refit at Yachting Developments in New Zealand. If that has whetted your appetite for the Js, we have an exclusive behind-the-scenes look at what it takes to train a J's race crew, as we sneak on board the new *J Rainbow* as she prepares for this summer's race programme.

One last thing before I sign off. We have recently revamped our iPad edition platform, so you will now find bonus videos and the extended galleries embedded in the app, which means you can view the extra content offline. You might also spot new, clickable symbols scattered throughout the pages, which not only serve as quick-jumps to given features, but also enable instant social media sharing of your favourite features. In addition, we are now able to deliver iPad-only bonus articles, so look out for more unique iPad content coming your way soon. You will not, however, find the story behind Miss Antigua. No, I think I'll save that for another day...

*Tim Thomas*  
Tim Thomas





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## 'Smeralda' shines like a jewel – yet is the product of skills redirected from the commercial to the superyacht world'

► Ivor Wilkins, *Smeralda*, page 72

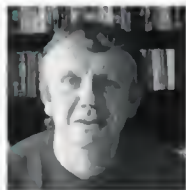


1  
REBECCA  
CAHILLY USA



It was June of 2005. In the midst of Delta's busy activity, one of the largest paint sheds stood silent, its huge doors limiting my view. Perhaps the rumours were true. Journalistic curiosity won out over etiquette that day. I crept in. Towering above me was a massive, gleaming, royal blue hull. I was then quickly escorted out. Seven years later, I was aboard the well kept secret that is the 73m *Laurel*, this time as a guest, not a stowaway.

2  
ANDREW ROGERS  
UK



**Don't tell anybody but I'm not much of a sailor – I just love trying to convey the passion that goes into yacht construction and the emotions of those who sail them. Listening to the stories of crew putting the new J Class *Rainbow* through her training paces made my hair stand on end. You really do have to be slightly nuts to race these boats.**

3  
CAROLINE WHITE  
Monaco



'This is not a yacht,' said Luc Khaldoun, commercial director of Edmiston, as he showed me around *Pegaso*, 'and she doesn't charter.' Indeed, while this 73m offers the ultra-luxury of a superyacht, her belly full of high-tech gear and a submarine, means she is officially classed as a research vessel. As for charter, she is certainly available, but you might have to become part of a scientific adventure...

4  
ANDY RICE  
Italy



**'A joke.' That was how Dean Barker summed up his view of the America's Cup series AC45 racing in Venice in May. From a spectator's point of view, I thought it was fantastic. But the light airs drifting off St Mark's Square has reopened the debate about which should take precedence in the America's Cup – the sport, or the show.**

5  
IVOR WILKINS  
Australia



South of Fremantle, Western Australia, where one of the best America's Cup regattas played out, is a maritime complex dedicated to the construction and servicing of fast aluminium ferries, commercial vessels and warships. In this industrial landscape the 77m *Smeralda* from Hanseatic Marine shone like a polished jewel – a far cry from her more prosaic neighbours, yet the product of skills successfully redirected from the commercial to the superyacht world.

6  
ALISTAIR  
SKINNER China



Even in May in Guanzhou the sundeck's carbon fibre hardtop was most welcome, as we looked over the motor yacht *Star* where she sat in Nansha Marina on the Pearl River. A new superyacht and a new marina, both made in China, but with European influences. Were they the start of a new chapter in China's yachting history? I could hardly wait to find out.



eye  
opener





## Greece, 14.07.06

*Laurel* (LOA 73.15 metres, beam 12.26 metres) delicately negotiates the 21 metre wide Corinth Canal in Greece. The canal is three nautical miles long and as straight as an arrow. Travelling at two to three knots for more than an hour on a constant heading requires a high level of concentration and skill. This was not an uncommon situation on *Laurel's* long voyage (see page 152), as the owners loved to get up close and personal no matter where they were.



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*Tim Heywood*



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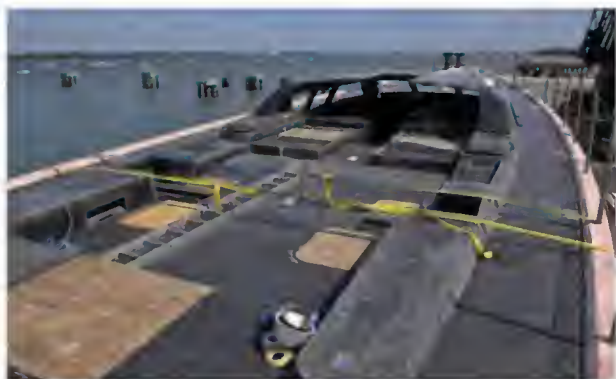


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## 33m *Inoui* heads to Holland



► The hull of the 33m Briand-designed sailing yacht *Inoui* finished the first phase of her construction on 28 May, as she was rolled out of her build bay at composite specialist Green Marine, UK, and lifted into the hold of a transport vessel bound for Holland.

*Inoui* is being built for an experienced owner who wanted to retain the comforts of his previous yacht while upping the performance. The build of the hull itself has resulted in some interesting thinking, not least in joining the deck and the hull. 'The wide bulwarks meant that the usual flange at the deck was not an option,' explains Green Marine CEO Marcel Müller, 'and if you make the join in the topsides you get print-through from the secondary bonding, which we definitely didn't want. So we decided to make the join at the waterline.' This means that the topsides and the entire deck have been moulded as one piece – quite some feat. 'This has great advantages,' Müller continues. 'The laminating is very easy as you can do it without using scaffolds, and the hull and stem area are also very easy to do.' Likewise the coachroof – including the handrails – was moulded as one piece.

Briand's hull design borrows elements from across the ages to meet the owner's brief for a timeless look: the transom is pure 1980s; the plumb stem pure 2000s; and a square-topped main on a powerful fractional rig brings her bang up to date.



Racing is not the sole focus of *Inoui*, and weight will be added back in for sound and vibration insulation. Moreover, she will not sport some sparse racing interior, but be fitted out to designs from Andrew Winch.

By the time you read this, *Inoui* should be safely installed at the Vitters yard in the Netherlands for her fit-out. She is due for delivery in June 2013.

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### Endeavour

We caught up with Yachting Developments CEO Murray Greenhalgh for a video interview about the nine-month project to update the classic *J Endeavour*



### Star

Designed by Vripack and built by China's Kingship Marine, this 42m offers comfortable, long-distance voyaging for her owners. We have more pics on the iPad



### Ocean Traveller: *Laurel's* epic voyage

As you can imagine, squeezing a six-year, 120,000nm odyssey into seven pages is tricky; luckily, the iPad means we can bring you more amazing images



# 90m Oceanco by Newcruise

► German design company Newcruise has revealed its 90m concept for Dutch yard Oceanco, shown for the first time exclusively in *Boat International*. The concept work was started in 2011, and shows a yacht that offers prodigious volumes, light and airy interior spaces and expansive deck areas. Indeed, while the aim is to keep the yacht below 3,000GT she would be, in the words of Newcruise's Roland Krueger 'very close' to that limit.

Styling borrows hints of art deco, a move that was made consciously by the design team with a view to new markets in Asia. 'The 90m World Cruiser is offered with extremely luxurious, refined interiors, specially designed to meet the demands of a high-profile clientele,' says Katharina Raczek. 'The furnishings and complementary elements have been designed to be completely original, especially for the introduction of this new design.' The Asian influence can be detected in certain areas of the design, including a piano bar and four gaming tables in the main saloon, and a lower deck cinema that converts to a large karaoke space. 'It gets your emotions,' enthuses Raczek. 'I can see the fun behind it.'

While the interior can obviously be fully customised to a client's wishes, Newcruise has developed a theme that is contemporary with hints of nostalgia. For the layout, the current GA proposes a private owner deck above the bridge deck, complete with two master suites, a gym, office, saloon and private fore and aft terraces including a spa pool. Guest areas include a gym, library and observation lounge on the bridge deck and, of course, the generous beach deck in the stern, which grows further when the tenders are launched. 'The main focus is to impress people,' says Raczek, 'to entertain them on the sea and that's why we developed the large beach club.' In addition, the design incorporates a touch-and-go helipad for private use.

With space in the engine room for twin MTU V20 4000 M73 L-rated engines, provisional figures suggest a top speed of 18.5 knots and a cruise speed of about 14 knots. With tankage for 272,000 litres of fuel, she is definitely conceived as a world cruiser. Interestingly, the ducting from the engine room – which can so often interfere with the main saloon spaces – has been kept to the central staircase area, meaning the guest areas themselves are unimpeded.



A key part of the concept design was the cinema, which converts to become a large karaoke room (left). The main saloon area (right) benefits from 100m<sup>2</sup> of floor space, and is flooded with light, thanks to expansive floor-to-deckhead windows. The beach club, meanwhile, (above) offers guests the perfect spot for waterside relaxation









COURTESY OF ICON

## ICON develops 62m series with third launch

► 'Technically, she is near identical, except that she incorporates all of the 62m series improvements and feedback from crew, captains and owners alike,' says Stephan Vitus, head of ICON Yachts' project development team, regarding the launch of the 62.5m *Maidelle*, which follows *ICON* and *Baton Rouge*. 'ICON Yachts has developed a "Mark II" version of the series, incorporating a number of requested additions to the proven hull and technical platform. This ranges from a central lift in a circular staircase, to a helipad, to tender stores in the aft lower deck.'

*Maidelle* also features exterior styling by Redman Whiteley Dixon, and stands out with a near-white hull and deck colour scheme highlighted with teak decks and large, green tinted windows. Her experienced owners requested a layout that provided formal and casual entertaining spaces for guests as well as privacy for the family; the latter is exemplified in the split-deck master, which directly connects to a panoramic salon. Cristiano Gatto gave her a contemporary classic interior style with natural stones and mahogany, rosewood, ebony and walnut throughout.

ICON currently has a larger undisclosed project under way. The Dutch builder is focusing on expanding its capabilities, having recently released a 110m concept. It has seen a increase in business from refit and service, with the ability to service yachts up to 150m.

In addition to the new construction work, the ICON yard has also been kept busy with a number of refit projects. With a 4,500-tonne

Syncrolift and a central dry dock measuring 150m x 50m x 10m, coupled with in-house blasting and paint facilities, there are a wide array of options for those seeking refit and maintenance for the yachts. Recent works include engine room maintenance, AV, nav and comms systems upgrades and an interior upgrade for the 48m, 2005-launched yacht *Rahil*, and an extensive refit including a full paint job on the 41m Heesen *Seven Sins*.

**Risa Merl**



MAIDELLE *ICON Yachts*

LOA 62.5m

Beam 11.4m

Draught 3.6m



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JILLY BENNETT

## Ninth Top Marques supercar show held in Monaco

► The magnificent Grimaldi Forum overlooking the sea, venue for Top Marques, might be the greatest venue of its kind, anywhere in the world.

The establishment, the established and the relative newcomers present wares here in a hushed but intense atmosphere, appreciated by the super rich in search of exclusive toys. And what a selection to choose from, including fantastic offerings from Croatia, Slovenia and Latvia.

Representing the establishment were Rolls-Royce, Bentley, Range Rover, Aston Martin and Jaguar from British Motors, plus Porsche, Ferrari, Maserati and Mercedes. Specialist companies were also on hand, so if your Ferrari still doesn't have enough grunt or your Bentley's interior looks too much like your neighbour's, this can be remedied.

For the established, Fisker presented the latest iteration of its beautiful electro-mechanical four-door Karma (more than 1,200 sold to date), while McLaren showed off the new MP4-12C, now at less than one-third the price of the fabulous original F1. In 1999 Horacio Pagani introduced his brilliant Zonda supercar, which has only just been replaced by the Huayra. It looked good, but Zonda is going to be a hard act to follow. Savage, in Holland, has made huge strides since its courageous presentation at the first Top Marques. Originally a university project, the firm finally discovered how to make the invisible third and fourth doors operational, to great acclaim. The Show Savage Rivale was a customer race car with the unusual feature of having

much of the engine under glass in the cockpit. Rounding off the faithful, Koenigsegg offered its new record-breaking Agera R: 0-200mph in 17.68 seconds and 10 seconds less than that to stop it.

Among the relative newcomers, Tushek from Slovenia had a rapid, tasty looking, ultra-exclusive package. Only 30 customer-tailored examples will be built. In Croatia, Rimac Automobili is promising to boot you at the horizon with retina-blurring velocity in its all-electric Concept One, rated at 1,000bhp. With 0-62mph in 2.8 secs, power comes from individual electric motors for all four wheels, batteries only, with a claimed range of 370 miles (realistically 310 miles) between charges and clothed in an incredibly sexy 'carrosserie'.

Real fresh-air motoring was offered by Greber Trading in Latvia, and its luxury tricycle. With tandem seating and handlebars being the only difference from a car, 1.8 litres of V6 power puts you comfortably in the fast lane, while upstaging the Harley crowd.

Even though any and all of these examples could blow you away, one vehicle pointing the way to the show entrance actually offered to take you out of this world. This is a small spacecraft called the Space Expedition Curacao, SXC-001. Operating out of Curaçao International Airport, this Dutch company promises to make sub-orbital space flight a commercially viable prospect in the very near future.

Jewellery, watches, fast boats, cars – and now spacecraft. What a show.

**Peter Boulton**





World Yacht

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2012



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LLOYD IMAGES

# Westward Cup back for second time

11-16 June 2012

► The Westward Cup was initiated in 2010 to commemorate the 100th anniversary of the launch of the racing schooner *Westward*. She was designed and built by one of the most successful yacht designers, Nathanael G Herreshoff, in Bristol, RI, USA. *Westward* was one of the fastest and most famous of the Big Class racing yachts, competing in Cowes and most successfully against King George V's yacht *Britannia*, and other Big Class yachts.

The Regatta is run by an association of three of the most prestigious yacht clubs in the world: the Royal Yacht Squadron (RYS), the Yacht Club de Monaco (YCM) and the New York Yacht Club (NYYC). The organisers have set out to replicate a style, class and regatta atmosphere matching the period when *Westward* and the Big Class yachts all raced in Cowes, the birthplace of such elegant racing during the 1920s and 30s.

Confirmed in the line-up for 2012 are *Eleonora*, *Mariette* and *Mariquita*. The racing area will predominately be in the Solent and courses will be, where possible, set to mirror those used by Big Class yachts in the glory days. These prestigious vessels will enjoy four days of racing, adhering to the 'La Belle Classe' by the YCM' racing guidelines, created in close consultation with traditional yacht captains and owners and applied in all the major

classic yacht gatherings to ensure safe and gentlemanly racing. A round the Isle of Wight race may be included, if weather permits.

The yachts will be racing for a different trophy each day and the overall winner will be presented with the Westward Cup at the final prize-giving ceremony. The trophy was designed by English Silversmith, Richard Parsons for the inaugural event in July 2010 and is similar in design to the Cup that *Westward* won when she was racing in the Solent in the early part of the last century.

## Watch the races

This exquisite fleet of Big Class yachts will, for most of the races, be sailing within the confines of the Solent and spectators will be able to watch the starts and finishes from Cowes. The key vantage points will be along the Cowes Parade below the RYS battlements and along Prince's Green to the west. These huge yachts often carry up to 40 race crew and can take up to half an hour to put up or take down their sails. Owing to the amount of room these boats need to manoeuvre, there will be strict on-water guidelines in place for all spectator and pleasure craft and safety boats patrolling during the racing. Go to [rys.org.uk](http://rys.org.uk) for more.

## RACE DAYS

**Tuesday 12 June**  
Race 1 for the Boat International Media Trophy

**Wednesday 13 June**  
Race 2 for the Yacht Club de Monaco Trophy

**Thursday 14 June**  
Lay day

**Friday 15 June**  
Race 3 for the New York Yacht Club Trophy

**Saturday 16 June**  
Race 4 for the Royal Yacht Squadron Trophy  
and  
Prize-giving ceremony at the RYS Pavilion





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### most read



CLAUS SCHAEFER/THE YACHT PHOTO.COM

**Lürssen's new 180m** After rumours of a 170m under construction at Lürssen, *Boat International* got the first glimpse of her as she left the main shed at its yard in Bremen. Estimated to be nearer 180m, she is known as Project Azzam and is much larger than the 162.5m *Eclipse*, the world's largest yacht.



CLAUS SCHAEFER/THE YACHT PHOTO.COM

**Lürssen launches *Topaz*** The superyacht – believed to be longer than 144m, with a beam of 21.5m – was technically launched when she emerged from her floating shed at Lürssen's Aumund yard



### *Vicky*

Proteksan Turquoise launched its new flagship, the 72.64m *Vicky*. The steel and aluminium hull had arrived at the yard in April 2011 for her final fitting-out

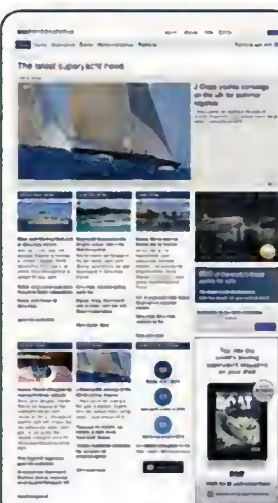
### yard round-up

- Rossi Navi launched the 46.3m *2 Ladies* in Viareggio; another Benetti Classic was launched, christened *Option B*; Turkey's Agatur Shipyard delivered the 31.7m steel motor yacht *AD5*; Alloy Yachts in New Zealand delivered the 47m *Loretta Anne*; Rodriguez signed for 41.6m and 37m yachts; Sunrise Yachts announced a contract for Project 632, its second 63.1m

### design round-up

- The UK's Claydon Reeves showcases designs for the 70m / 75m *Cosmos* explorer yacht and 70m *Caspian*; Granoecean of Hong Kong and Sparkman & Stephens are developing the long-range 45m *Monosposto 147*; the first *Rupert 80*, a 25m, is in build at Rupert Marine in Sweden; German Frers is working with Nautor's Swan on a 32m sailing yacht

### top 5 hot topics



**Tango and Vertigo win**  
*Tango* won motor yacht of the year and *Vertigo* sailing yacht of the year, the top honours at the 2012 World Superyacht Awards, held in Istanbul

### *Reverie*

A lot of interest in the enormous \$10 million price cut on the 70m Benetti *Reverie*, following a cut of the same amount in January

### *Better Place*

Wally has launched a new flagship, the 50.5m sailing yacht *Better Place*, which has the distinction of being the world's largest carbon fibre sloop

### Benetti

Fraser Yachts completed on the sale of a new 60m Benetti motor yacht, FB255, to an Asian client

### *Rahil*

Our website has the first, exclusive pictures of Mariotti Yachts' 54m *Rahil*, sistership to *Sea Force One*, which looks ready for delivery imminently

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# WavePiercer Catamaran



## Explore style catamaran

Classed as a commercial yacht, this 35m explorer styled wavepiercer catamaran to be christened "Time Machine" is intended for dive charter operation in Asia.

The big aft deck is well set up for diving operations, including a 9m tender that is stored and can be launched and retrieved on a transom elevator platform. A bar, restaurant and lounge are located on the bridge deck, with a Jacuzzi

and sun beds and bar on the upper deck.

Ultra efficient, low drag demi-hulls offer long cruising range at 12 - 14 knots as well as sprint speeds of over 20 knots with only modest horsepower.

The interior arrangements could readily be redrawn as a private yacht, capable of living up to her rugged, explorer styling, crossing the world's oceans and voyaging the routes less travelled...

**Length** 35  
**Construction** Composite  
**Beam** 13.4m  
**Draft** 2.35m  
**Power** 2 x Cat C32 C Rated  
1660 horsepower  
**Fuel** 41,600 liters  
**Cruise speed** 14 knots  
**Sprint speed** 24 knot  
**Range @ knts** 3,000 NM @  
14 knots



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# Last chance to register for The Rendezvous in Monaco and ShowBoats Design Awards 2012

21-24 June 2012

With a deadline of 18 June, there are only a few days left for yachts to sign up for the 22nd annual Rendezvous in Monaco, an exclusive event for sail and motor owners.

Formerly the ShowBoats International Rendezvous, it is a fixture on the social calendars of yacht owners around the globe: four days of fun on the water and sparkling social occasions.

This year's event includes some exciting additions to a first-class programme: the Rendezvous Challenge – a Grand Prix themed treasure hunt by tender around the Principality with pit stops at the circuit's most famous landmarks; a new surprise location for the twilight cruise and dazzling Diamonds & White Party; Rolls-Royce driving experiences for owners; hospitality on board the host yacht, 54.9m *Harbour Island*, as well as the third annual ShowBoats Design Awards gala evening, to be held at the Monaco Opera House.

Yachts that have confirmed their attendance at The Rendezvous include Trinity's 50m *Norwegian Queen*, Burger's 46.9m *Ingot*, 44.8m *Gran Finale* built by Delta Marine, as well as a host of ShowBoats Design Awards finalist yachts such as 60.8m *Quinta Essentia* by Heesen and Danish Yachts' 46.9m *Shooting Star*.

To secure one of the final places left in the line-up, please urgently contact Holly Lunn.

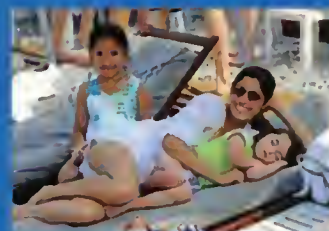
**Attending the ShowBoats Design Awards**  
Owners, designers and builders of finalist yachts are invited to attend the ShowBoats Design Awards prize giving at the Opera House on 22 June.

After the ceremony in the auditorium, presented by British tennis champion Annabel Croft, guests will enjoy an evening of cabaret entertainment, fine food, live music and dancing at the iconic Hôtel de Paris, just across Casino Square.

Single tickets and tables of 10 for the gala evening are available – but only a few remain, so apply as soon as you can at [showboatsdesignawards.com/tickets](http://showboatsdesignawards.com/tickets)

## VIP packages for owners and designers

We have a limited number of these packages available, which include tickets to the Welcome Cocktail & Yacht Hop, the Diamonds & White Party, the Farewell Brunch at Yacht Club de Monaco and the ShowBoats Design Awards gala evening. Packages are subject to availability and the approval of the organisers.





## The 2012 Superyacht Design Symposium

23-24 October 2012



► The 2012 Symposium will take place in Miami on October 23 and 24, immediately preceding the Fort Lauderdale International Boat Show.

Now in its fifth year the Superyacht Design Symposium is a key platform for the exploration of significant and topical issues relating to the industry as well as an essential networking event for owners, yacht designers and other industry professionals.

The salon style format introduced in 2011 will continue into 2012 to facilitate audience participation and enhance interaction between participants. As always this unique meeting of minds will include yacht owners on several of the panels so that topics can be explored from both sides of the table.

Delegates should book early to take advantage of a 20 per cent discount on the standard registration rate. Tickets can be secured through the website [superyachtdesignsymposium.com](http://superyachtdesignsymposium.com) and the special price obtained by using discount code **SDS2012EARLY** at checkout.

Symposium delegates can also take advantage of preferred accommodation rates at the luxury Mandarin Oriental, Miami, our venue for the 2012 Symposium. Details and how to book are online.

The programme for the symposium has been developed by the chairman Nigel Campbell with input from a select group of industry specialists and superyacht owners. The topics that will be covered in 2012 include:

- Making the most of outdoor living space on superyachts
- How bow shapes define style and performance
- Working with classification societies
- Uncharted waters for explorer yachts and family cruisers
- Defining beauty in yachts – the new aesthetic
- AV and communication: tomorrow's world and today's challenge
- Advances in design of performance cruising sail boats
- On board spas – raising the bar
- Innovative materials: yacht coatings

Further details of each topic can be seen on the website. If you would like to contribute to the programme please join the LinkedIn group or you can contact the chairman: [nc@nigelcampbell.com](mailto:nc@nigelcampbell.com)



21–24 JUNE

The Rendezvous in Monaco  
Principality of Monaco



22 JUNE

The ShowBoats  
Design Awards  
The Monaco Opera House



19–22 JUNE

Captains' Hideout & Monaco  
Yacht Show  
Principality of Monaco



23–24 OCTOBER

Superyacht Design  
Symposium  
Mandarin Oriental, Miami



25–29 OCTOBER

Fort Lauderdale  
International Boat Show  
Florida





THE OSCARS OF THE YACHTING INDUSTRY – THE  
WORLD SUPERYACHT AWARDS 2012 – TOOK PLACE  
ON A GLITTERING GALA EVENING AT THE ÇIRAGAN  
PALACE KEMPINSKI, ISTANBUL

# The World Superyacht Awards 2012



'Thank you for another  
fantastic event! Nice country,  
extremely friendly people  
and excellent organisation.  
Istanbul is a super choice for  
this unique industry gathering'

THOMAS HAFFA,  
Owner of 4H and World Superyacht  
Awards 2011 judge

words: Marilyn Mower  
photography: Onur Onat

'Many thanks and  
congratulations!  
Great event'

CARLOS ANCIRA,  
Superyacht owner and  
World Superyacht Awards judge







On 5 May, the superyacht industry's finest gathered in Istanbul for the seventh annual World Superyacht Awards.

From cocktails along the Bosphorus on the palace's 120 metre waterfront terrace, with *Savarona* moored in the background, to the call to dinner by the Ottoman military marching band, and the magnificent ballroom set for 700 guests, it was a night to remember.

A distinguished guest list of superyacht owners, their families, friends and senior members of the superyacht industry sat in rapt anticipation as 16 coveted Neptunes and five Judges' Commendation prizes, custom made for

the occasion by Baccarat, were awarded to the yachts determined by the jury to be the finest sail and motor yachts delivered in 2011.

The Legacy Award was presented to Neville Crichton, for his instrumental role in the establishment and growth of the New Zealand superyacht building industry, for his leading position in sailboat racing, his generosity of spirit, and his inspiration to others. From page 45, the other prize winners are revealed.

More images and video of the event are available to view via the iPad app, and online at [worldsuperyachtawards.com](http://worldsuperyachtawards.com). The Awards will return to Istanbul in May 2013.

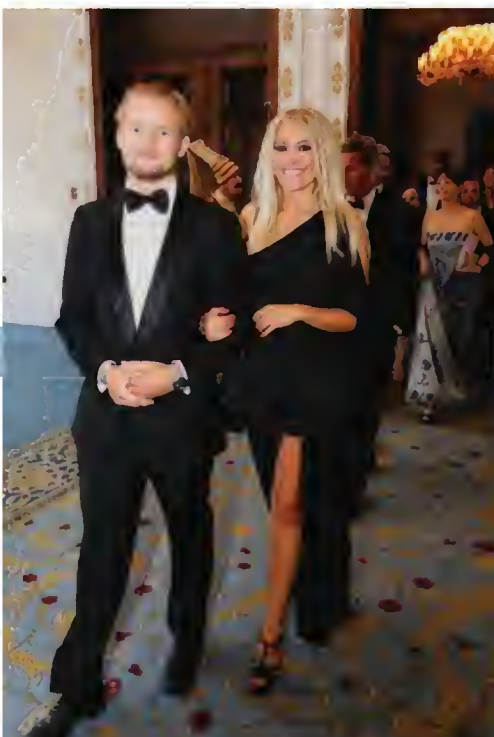


"Thank you so much for a memorable weekend in Istanbul. The venue was stunning, the arrangement fantastic, and we are honoured with receiving two awards this year"

PEDER EIDSGAARD,  
Eidsgaard Design







'We wanted to let you know how much we enjoyed the event. We met dozens of people in the industry and look forward to continuing many of those relationships. We were shocked and pleased to actually have received an award'

*The owners of Golden Compass*





'Thank you for your perfect organisation of the World Superyacht Awards. Our guests were really happy with everything and the owners of *Kaiser* also wish to congratulate you on the organisation and beautiful location'

TILL VON KRAUSE,  
Abeking & Rasmussen



'Thank you for a wonderful weekend in Istanbul and the privilege of receiving your Legacy Award'

NEVILLE CRICHTON



### Charter Savarona

Guests of the Awards enjoyed an afternoon cruise along the Bosphorus to the Black Sea aboard 136m *Savarona*, the largest private, historic yacht in the world. With a capacity for 34 passengers and offering 3,600m<sup>2</sup> of open space, you have all the privacy and seclusion you might need. For information, please email: [info@savarona.com.tr](mailto:info@savarona.com.tr) or [kahramansadikoglu@savarona.com.tr](mailto:kahramansadikoglu@savarona.com.tr), or tel: +90 216 485 90 70



## A special thank you to the Gold Sponsors of the World Superyacht Awards

### Proteksan Turquoise Yachts



Founded in 1997, Proteksan Turquoise was established when two of the leading shipyards, Proteksan Yachts and Turquoise Yachts Construction joined forces to combine their assets and solid yacht building experience. Today, Proteksan Turquoise enjoys a commanding position in the global superyacht industry, with two wholly owned shipyard facilities in the vicinity of the world-class city of Istanbul.

The yachts begin their hull and superstructure building process at the 35,000m<sup>2</sup> facility in the Kocaeli Free Zone, which has a 120m dock capacity and upon completion transfer on the floating dock to arrive at the 25,000m<sup>2</sup> Pendik facility with 110m dock space, for fit-out and commissioning.

With three new superyachts launched at the beginning of 2011 and with two more under



construction (50m *Ilaria* and 72.6m *Vicky*) quickly taking shape in the building halls, it is not surprising that Proteksan Turquoise is establishing its rank amongst the European superyacht shipyards. Currently, developed

as new designs, there is an exciting array of new projects displayed on the 'drawing board' section of the Proteksan Turquoise website.

[proteksan-turquoise.com](http://proteksan-turquoise.com)

### RMK Marine



RMK Marine is a top class superyacht builder in Istanbul, Turkey, for custom sail and power boats from 30m upwards in composites, steel and aluminium.

RMK Marine has built numerous award-winning superyachts and sets the benchmark for the Turkish superyacht industry with uncompromising quality and exceptional value.

*Nazenin V* was the beautiful 52m Sparkman and Stephens ketch given the accolade of the Judges' Commendation at the 2010 World Superyacht Awards. *Karia*, the 45m Ron Holland motor yacht and *Saralin*, the Oyster 100 by Dubois, built by RMK Marine were both selected as finalists this year.

A special capability of RMK Marine is the

in-house joinery workshop where craftsmen meticulously produce the joinery for these award winning superyachts, with an appropriate blend of traditional craftsmanship and modern machinery and materials. Other in-house facilities such as electrical and composites trades are also complemented by the in-house design department.

On-site facilities at the yard also include full refit, repair and restoration services for visiting yachts. Many refits are undertaken each year as well as restoration of historical vessels. The yard has a lifting capacity of up to 700 tonnes.

RMK Marine is privileged to be part of the world renowned Koç Group. The Group, which will celebrate its 86th anniversary in 2012, is involved in many areas of manufacturing and services and is a market leader or close second in every business it operates. In terms of financial strength and security RMK Marine is in a league of its own.



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# The World Superyacht Awards

## — WINNERS 2012 —



STRINGENTLY ASSESSED ON A COMPREHENSIVE RANGE OF CRITERIA BY BOAT INTERNATIONAL'S PANEL OF EXPERT JUDGES, THESE ARE THE VESSELS THAT PICKED UP THE TOP PRIZES AT THE WORLD SUPERYACHT AWARDS 2012...





Tango motor yacht of the year

Selected from the winners of the motor yacht classes *Tango*, which won the 1,300GT to 2,999GT category, was considered by the judges to have taken the styling of large superyachts a step forward, combining this new and elegant appearance with

supreme engineering and construction from Feadship. A well-considered layout, both on her exterior decks and in her distinguished yet comfortable interior was created, together with the styling of the yacht and her tender, by Eidsgaard Design.



Vertigo sailing yacht of the year

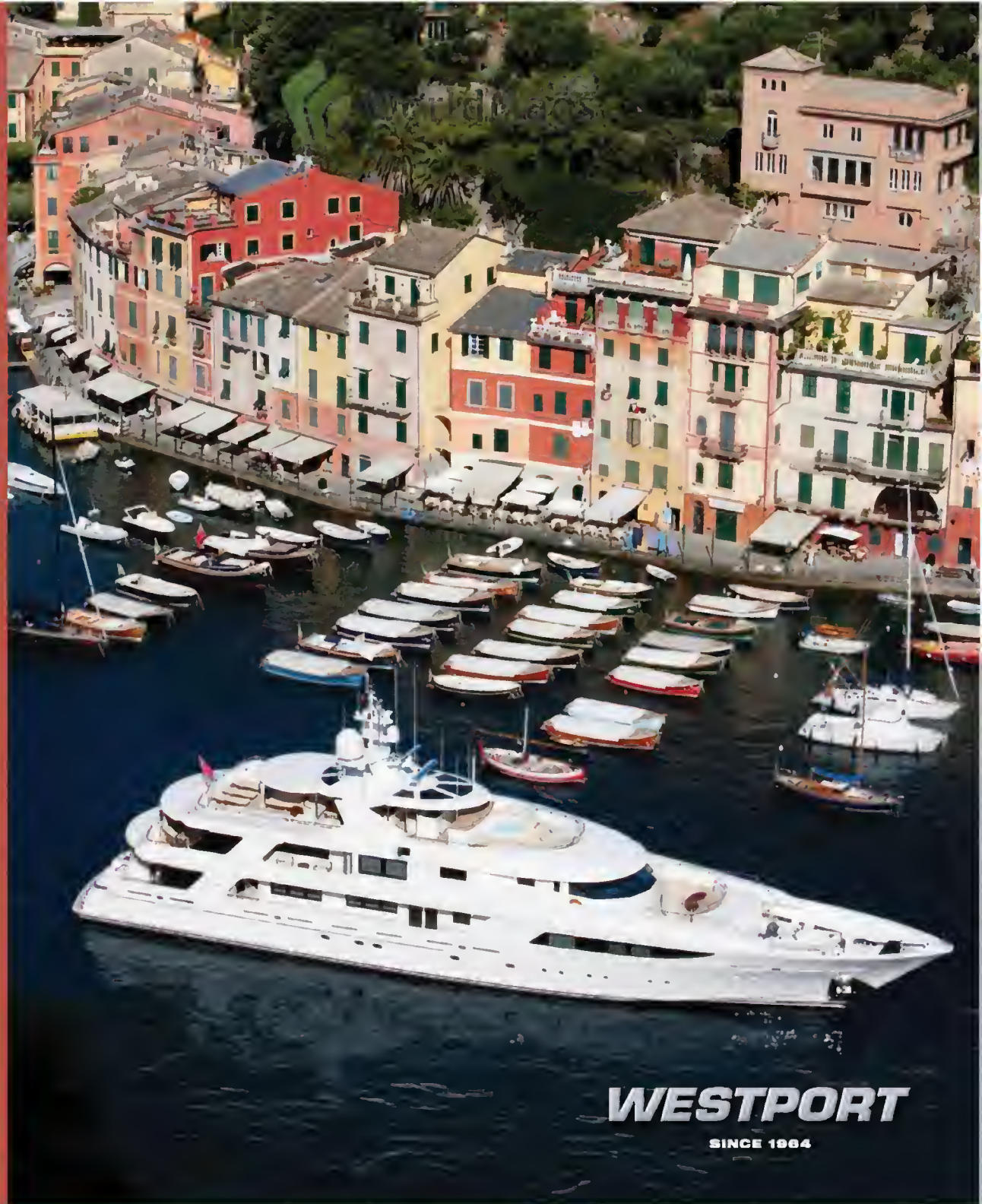
Winner of the 40m+ size range sailing yacht category, *Vertigo* was considered to have combined an elegant exterior style with a highly practical interior layout, novel engineering solutions and an excellent quality of build.

*Vertigo* is a 67.2m sloop built by Alloy Yachts to a design from Philippe Briand with a Christian Liaigre interior, and she was considered to provide the optimum balance between performance sailing and world cruising.





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# Serene

displacement motor yacht  
- 3000GT and above

This year, there was just one entry in this, the largest class for displacement yachts. But one should not think *Serene* was presented with an award lightly. Had she not been considered worthy of a Neptune when set against other yachts of her size, one would not have been awarded, but her high quality of construction, stylish exterior from Espen Øino and detailed interior design from Raymond Langton was worthy of recognition.



LENGTH	BUILDER	NAVAL ARCHITECT	EXTERIOR STYLIST	INTERIOR DESIGN
133.9m	Fincantieri Yachts	Fincantieri Yachts	Espen Øino International	Raymond Langton Design

# Numptia

judges' special award -  
interior design with the  
widest appeal

Among the other notable yachts in the 1,300GT to 2,999GT motor yachts category, the judges felt that the interior design and decoration of *Numptia* was to such a high standard that she warranted the presentation of a Judges' Special Award.



LENGTH	BUILDER	NAVAL ARCHITECT	EXTERIOR STYLIST	INTERIOR DESIGN
70m	Rossi Navi	AXIS	Design Studio Spadolini	Salvagni Architects

# Kaiser

displacement motor yacht  
- 500GT to 1299GT

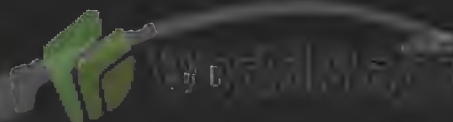
Built for an admirer of German quality and technology, *Kaiser's* designers created an interior that made liberal use of panelling, but also exhibited a bold use of colour and tasteful references to German decorative art. The exterior styling was considered most harmonious, while the judges rated the engineering and technical aspects of the yacht most highly.



LENGTH	BUILDER	NAVAL ARCHITECT	EXTERIOR STYLIST	INTERIOR DESIGN
60m	Abeking & Rasmussen	Abeking & Rasmussen	Donald Starkey Designs	Bannenberg & Rowett Design

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*Helix*  
displacement motor yacht  
- below 500GT

This class contained nine enviable yachts, which presented new ideas and were well built, attractively designed and practically laid out. They also represented different styles, from explorers and a support vessel to the more conventional. *Helix* represented a particularly well-constructed vessel with a wide range of facilities and an interior that appealed to a wide range of tastes.



LENGTH	BUILDER	NAVAL ARCHITECT	EXTERIOR STYLIST	INTERIOR DESIGN
44.65m	Feadship	De Voogt Naval Architects	De Voogt Naval Architects/Sinot Design	Sinot Design

JUDGES' COMMENDATIONS *E&E, KARIA*

*Shooting Star*  
two deck and open semi-displacement or planing motor yacht

The 38m *Shooting Star*, constructed by Danish Yachts to a design by Espen Øino, with an interior from Art-Line, was almost unanimously selected as the winner by the jury. Built using high-tech carbon composites, she was also considered to be equitably divided between technical areas, crew spaces and living areas for the owner and his guests, to make her a well-rounded performance craft.



LENGTH	BUILDER	NAVAL ARCHITECT	EXTERIOR STYLIST	INTERIOR DESIGN
38m	Danish Yachts	Espen Øino International/Art-Line	Espen Øino International	Art-Line

*Aurelia*  
raised pilothouse semi-displacement or planing motor yacht

A winner does not have to be a new, cutting edge design, as long as it is well-conceived and superbly built. *Aurelia*'s unusual paint scheme gives a clue to her owner's love of automobile racing, while a highly detailed interior design from Bannenberg & Rowell carries this theme forward with custom design details from motoring history. An unusual, but very worthy winner.



LENGTH	BUILDER	NAVAL ARCHITECT	EXTERIOR STYLIST	INTERIOR DESIGN
37m	Heesen Yachts	Heesen Yachts	Omega Architects	Bannenberg & Rowell Design



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## Satori

three deck semi-displacement or planing motor yacht

In the view of the judges, *Satori* – with an interior from Rémi Tessier – is an attractive, sub-500GT yacht built to very high standards in all areas, from mechanical, through technical to her space planning and interior decoration. The judges considered her deck areas to offer space combined with excellent facilities, and thought that her interior, which also blends high style with comfort and space, warranted the same commendation.



## Hetairos

judges' special award: notable contribution to the technical advancement of sailing superyachts

The technical installations aboard the high-tech, carbon, pilot cutter-inspired *Hetairos* did not go unnoticed by the judges and she received a Judges' Special Award for her contribution to the technical advance of sailing superyachts.



## Antares III

sailing yacht in 30m to 40m size range

A downsizing from the owner's previous vessel, *Antares III* still provided everything that made cruising a pleasure for her owner, including good sailing performance, a calm, understated interior designed by Rhoades Young, an ability to manage the yacht with just three crew, and good interconnectivity between helm station, cockpit and pilothouse.



JUDGES' COMMENDATIONS SARAFIN (30M TO 40M) , HEMISPHERE (40M+)



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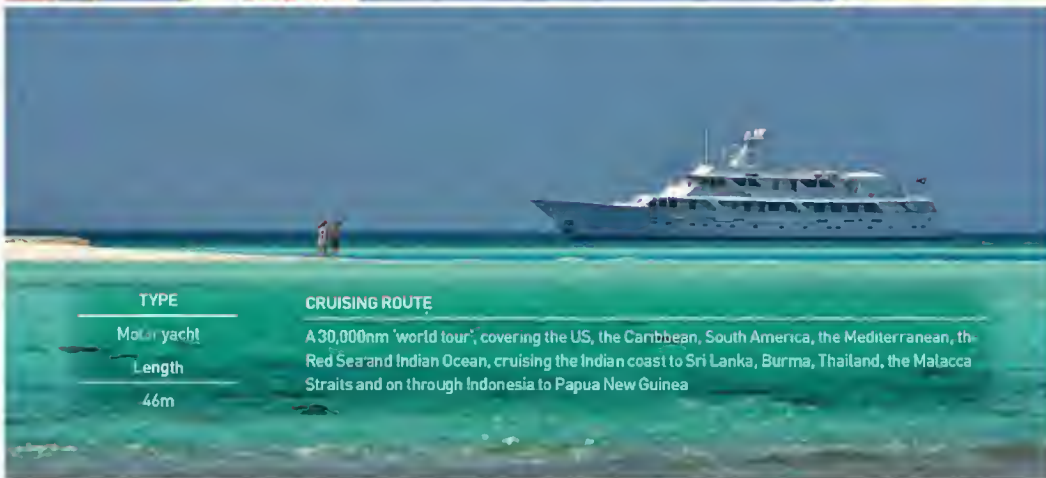
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## Golden Compass

voyager's award

The Voyager's Award recognises the owner who has completed the most inspirational cruise of the year. While the length of the voyage is not a criteria, it was the longest of the three voyages that drew the attention of the specialist sub-committee that chose the winner. *Golden Compass* travelled over 30,000 nautical miles in an indirect route, which started in the US and concluded in Papua New Guinea, visiting more than 45 countries while having countless adventures, encounters with wild life and interactions with the local people along the way. As such this life-changing experience is an inspiration to other would-be adventurers that is most worthy of the award.



## Neville Crichton

legacy award

Neville Crichton is an expert sailor, a very successful businessman and a visionary – he is also someone who has conquered a disease once thought to be terminal. His make-up, intelligence and generosity of spirit have made him one of the most respected and well-liked individuals in the sailing world and the yachting industry. He has helped in a very big way to create and change the face of large sailing yacht construction.



## Destination

refitted yacht

*Destination's* cleverly conceived refit to the design of Raymond Langton, carried out under the auspices of Trappman Consulting, not only brought her up to date but changed the whole aura of the yacht. It created a relaxed, sophisticated and comfortable interior suited to the lifestyle of her new owners. *Destination* was reborn in a new style and, in the view of the judges, that made her a worthy winner.







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words: Andrew Rice  
photography: Gilles Martin-Raget

The AC45 World Series event in Venice looked fabulous and drew the usual huge crowds – so it's a shame the winds failed to match the occasion







For sheer spectacle, the America's Cup World Series regatta in Venice will be hard to beat. The juxtaposition of the hi-tech AC45 catamarans against the beautiful backdrop of ancient Venice was a photographer's wet dream. As to the quality of the racing? Well, that's another matter. 'A joke, an absolute joke,' was Dean Barker's grumpy assessment. More of the Kiwi skipper's views later.

The trouble was, the wind in Venice seldom blew over six knots. Even with the two metre extensions added to the top of the AC45 solid wings, the extra horsepower rarely provided sufficient grunt to lift the windward hull. There was just about enough breeze on day one, but after that, the nine boats were two hulls to the water.

Within the narrow confines of the Venice Lido, there were few overtaking lanes, making some of the racing very processional, and placing even more emphasis on getting a good start. This is where the hours and days of practise come in, or at least, they should. Yet the more practised teams such as Emirates Team New Zealand and the two Oracle Racing boats were having a hard time of it, rarely hitting the front of the fleet during the early stages of the competition.

Instead it was the two Luna Rossa boats, but Energy Team in particular, which showed the established teams the way round. The French on Energy have looked faster whenever their younger gun, the 33-year-old Yann Guichard, has been steering the boat. He got his opportunity while Energy team leader Loïck Peyron was off on his Jules Verne record attempt, with the 53-year-old skippering the 40 metre Maxi trimaran *Banque Populaire V* to a new circumnavigation record of 45 days and 14 hours. All well and good, but not very relevant experience for racing 45ft (13.7 metre) catamarans around tiny courses in Venice, you might think.

Yet Peyron was leading after day one, and continued to lead until the final day. Then, in the big-points fleet racing finale, he got another great start, just behind Emirates Team New Zealand. Unlike the Kiwis, however, who were swallowed up by the chasing pack, Energy Team found a bit of breathing room that became a five minute lead. With all his high-profile adventures and derring-do around the globe, it's easy to overlook the fact that Peyron's CV is a good deal broader. Perhaps the most relevant experience he could bring to Venice was all the lightweight, hi-tech cat racing he has done on Lake Geneva, where the majority of the sailing takes place in drifting conditions.

In multihulls, the speed gain by steering the boat up on to a hot angle and lifting the windward float is significant. The trouble was, by the time the AC45s were managing to lift a hull in Venice, they had reached a course boundary and it was time to gybe again. Energy Team, in the meantime, were sailing a lower and slower angle with both hulls flat to the water. Not as spectacular, but the benefit was fewer gybes and better VMG to the bottom of the course. It was a classic case of the tortoise and the hare.

James Spithill and Darren Bundock, the two Oracle Racing skippers, were having a shocker. Even with his boss and four-time America's Cup winner Russell Coutts on board, Bundock found it hard going, as indeed he has at other ACWS regattas. 'Both our boats are struggling at the moment,' said Bundock, a double Olympic medallist in the Tornado catamaran. 'We have done a lot of crew changes, trying to change things around and move some of the guys who'll be on the AC72 involved in some of the World Series racing. We're obviously paying for that at the moment.'





The usually cool Spithill looked agitated, the pressure mounting as the results failed to flow. However, it came good on the final day. With Energy Team having broken into the lead and almost a leg ahead, Spithill was next to break clear of the pack and find his own space on the race course. With experienced tactician John Kostecki looking for what little wind there was, gradually they ground down the five minute gap to Energy and Peyron held his nerve to win by 11 seconds. Each team applauded the other, and in its own way the result was a great victory for both.

'That was probably the lightest race we've sailed,' said Spithill. 'For a while we thought Loick was gone but the boys got us back in there and we nearly took it. We've improved by watching Loick Peyron, he's been the fastest downwind here, but we just didn't learn enough off him to get him by the end. But something I'm happy with is seeing this team under pressure, and how it's responded to the pressure. We didn't start this regatta well at all. We were at the back of the fleet. Slowly but surely we fought our way back.'

Going into the final race, seven of the nine boats were still in the running for winning overall, so Peyron knew the importance of holding off Oracle's late charge: 'Our – how do you say? – Our bottom was burning, Jimmy getting so close. The start was good, but the pressure was on at the finish.'

With AC45 racing in four knots of wind in Venice being such a different challenge to the one of racing an AC72 in 25 knots of breeze on the choppy waters of San Francisco Bay in a year's time, Energy's victory is perhaps symbolic more than anything else. But it's high-profile victories like these that convince wealthy individual and corporate backers to open their wallets.

Luna Rossa has no such worries, with the Prada fashion empire supporting it. Even so, the two Luna Rossa boats were keen to put on a good show for the massive home crowd. They did, too, with Chris Draper steering *Luna Rossa Piranba* into the finals of the match racing, but falling to Terry Hutchinson and Artemis Racing in a light-air, one-race final. Paul Campbell-James took *Luna Rossa Swordfish* to victory in two of the fleet races, although Saturday showed how fickle this game can be. Having dominated the first race from start to finish, Campbell-James failed to get a

clean start in the next, was lapped by the leaders and drifted in dead last.

Such inconsistencies gave the lie to Russell Coutts's observation: 'The top teams are still winning the racing, it's a different style compared to other courses we compete on; but it just shows, it doesn't really matter what the course is, good sailing and good skill wins through.'

That's a pretty favourable assessment of what at times looked like a lottery. On the Sunday, while Energy was ghosting around the course in her own time, there was a slo-mo seven-boat pile-up. The boats were jammed hull to hull between the rounding mark (actually a motor boat) and the shore, and a spectator could have run across the lot without getting his feet wet. At one point Team Korea wing trimmer Troy Tindill abandoned his post to fend off the boat from the Kiwis lodged right next to them, slipped and fell into the water, although did a great job of getting himself back on board very quickly. 'Get on board, Troy!' Perhaps the most superfluous piece of advice we heard from the onboard audio, but very funny all the same.

Dean Barker wasn't seeing the funny side, even when he was overheard describing the final race as an 'absolute joke'. Barker had got the difficult bit right, leading off the start line, but must have found it galling for his Gallic rivals to overtake him and leave him in the dust, scrabbling for clear air as the rest of the fleet log-jammed each other to a dead stop.

'Thanks, guys, really enjoyable race,' said Barker to the race committee as the Kiwi boat drifted across the finish line in fourth place. Hopefully his Kiwi sarcasm went unnoticed to those on the finish boat. It wasn't a good look, and does Barker no credit. Yes, the America's Cup has changed beyond all recognition, in some ways worse, but in many ways better. Better, certainly, than the bad old days of endless two-boat testing behind closed doors, with not even a camera permitted within 100 metres of a boat. Why would anyone want to go back to that?

The America's Cup is going through an era of experimentation like never before, and some of it will fail, but a lot of it will stick, because it's working. As Spithill commented: 'If Dean thinks this is a joke, maybe he shouldn't be out here.'



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# Rainbow

turbocharged commissioning



HOLLAND JACHTBOUW'S (HJB) 40 METRE *RAINBOW* IS THE LATEST SCION OF THE J CLASS FLEET. HJB DIRECTOR TAKO VAN INEVELD REPORTS ON *RAINBOW*'S EARLY RACE TRAINING – AND HER ASTONISHING POWER

There was a sense of history in the air as we set off for the first time from the dock at Holland Jachtbouw and headed for the North Sea. I've been sailing since I could walk and sailed every type of yacht, from totally classic to ultra-modern, including being part of the record-breaking transatlantic crossings by *Windrose* of Amsterdam. I saw *Endeavour* after her refit at Royal Huisman in the 1980s and now we were setting off to learn how *Rainbow* might repeat her 1934 America's Cup triumph over that same J this summer.

There were reasons to be confident, being surrounded by seasoned professionals from around the world, hand-picked by *Rainbow*'s race crew boss Rogier van Overveld. The hugely experienced owner was at the wheel, accompanied by his equally experienced second helmsman. We knew the dry sail trials over the previous

fortnight had been successful and *Rainbow*'s giant fractional cutter rig was in good order. Yet there was still a nervous sense of anticipation as I took my position on the foredeck. What would happen when we unleashed this synthesis of 21st century sailing technologies with lines drawn eight decades ago?

The answer quickly came as we turned into the wind and brought up the sails. There were no safety railings as we were in racing mode; Captain Nick Haley had us wearing life jackets so anyone swept overboard would survive the freezing water long enough for the chase boat to pick him up. With eight knots of true breeze *Rainbow* hurtled along at the same speed, making for an incredible experience at a 20 degree apparent wind angle. Hardened sailors fell silent as we felt the yacht's incredible power. She may not be especially light at 175 tonnes but *Rainbow*

words: Tako van  
Ineveld, Andrew Rogers  
photography:  
Courtesy of Holland  
Jachtbouw





picked up speed exceptionally quickly and responded to even minor swells (there weren't many, so goodness knows what it'll be like down at Cowes).

The four days went by in what we described as a turbocharged commissioning. From 7am we were practising manoeuvres, running sheets, rehearsing starts, checking all the sail change timings so crucial when approaching a buoy. It was awesome to see the jib go up in just 12 seconds with a 48 metre head stay.

The toughest part was getting it down again: 10 of us took five minutes and it was a fight. The new 3Di sails are perfect for sailing but their incredible stiffness means you have to literally jump on them once on the deck.

But brute force was not the prevailing factor when it came to dealing with *Rainbow's* rig. From the outset the phenomenal work of the Dijkstra office in calculating the deck layout, winch speeds and positioning of all the blocks was apparent. With such monumental loads involved, you have to be able to rely on the deck equipment. The custom-made Lewmar winches are the fastest on any J, which means you have to be certain you press the right buttons.

Sails of this enormity and deck gear of this complexity also require an exceptionally powerful hydraulic system, lacking on most other large yachts. As one of the Holland Jachtbouw directors I had a vested interest in seeing how

our in-house developed solution would work in practice: if we pressed six buttons and six winches at the same time, would the practice match the theory? I'm delighted to say that everything worked smoothly.

Not that I could rest on my laurels, as we were sailing at least eight hours a day. This is very intensive if you consider a normal regatta takes a quarter of that time, and we were jibing 20 times instead of the usual three. The work didn't stop in the evenings either. At around 6pm, an hour before arriving back at the yard, we would call the suppliers so they could come in and tweak the equipment. By the time we arrived they were at the quayside ready to spring into action. All the crew stayed next to the yard and no one was in bed before midnight, but I would recommend this sort of commissioning, as it's more cost-effective to get everyone together for a week and see how everything works. It does require that everyone stays sharp as there is so much to think about; you'd better get a good sleep and eat a hearty breakfast.

We still have to learn how to sail the yacht when it's over 10 knots of breeze, which will be a different kettle of fish. With a lot more wind and swell and more heeling, the foredeck will be submerged for most of the time. You have to enjoy the excitement as this is definitely not Champagne sailing. In fact we will have to work very hard to make sure that *Rainbow* doesn't take us sailing!

***Rainbow in full sail: an impressive sight and producing fearsome pace. The training needed to handle her is intensive, the technology required to make everything work is cutting-edge***



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I should say at this point that *Rainbow* is also ideal for more leisurely pursuits: with a crew of seven, two smaller jibs and a mainsail, she will cruise wherever her owner chooses and I'm sure his guests will love the interior with its raised and fielded mahogany panels. Moreover, all the gear on deck seamlessly matches an aesthetic theme that honours the historical pedigree of *Rainbow*. This is a beautiful classic yacht as well as a speed machine.

Frankly, four days of training is not enough and the week before the J Class regatta will be intense. I will probably be worn out before the races begin but it is a great privilege to be involved in such a momentous project and the thought of being on the start line with four other Js is mind-blowing. Only a fortnight prior to *Rainbow*'s crew training week I had been sailing in St Barths on *This is Us*, which won the Bucket. The contrast was immense, and not just the switch from the balmy waters and apparel of the Caribbean to the full sailing gear and temperature of just four degrees in Holland. The incredible competitiveness of the races in St Barths, where the four competing Js finished within two minutes of each other on one occasion, shows the wisdom of the JCA rules. Ultimately, so much depends on the handling, techniques, speed and timing of the crew... We can expect some very close racing indeed.

#### At the helm

Holland Jachtbouw's operations director Roeland

Franssens is *Rainbow*'s second helmsman, and under JCA rules will be at the wheel for about 20 per cent of a race. 'During the training week I spent most of my time beside the owner, who is very good at what he does. He was surprised at how low the boom is upwind – when fully loaded up with eight knots of breeze the boom is only two centimetres above the wheel, so you don't want your hands to be caught there. We are considering raising the boom by making one part of the mainsail shorter, to give about 20 centimetres leeway.

'Even in a trial run like this, information was coming at us from every angle, from the trimmer to the tactician, from the navigator to the crew post. You have to be truly on the ball as even tacking the boat is a big deal. *Rainbow* is a huge boat with a long keel and trim tab, and there is not a lot of pressure on the wheel. But what you do feel, especially in the groove, is that minor movements have a major impact. *Rainbow* is incredibly sensitive to every action, and once the response starts it gets faster and faster and the rate of turn increases.

'The trimmers are amidships and we are aft, and it is clear that communication will be as vital as ever. This will be something we are working very carefully on in the months ahead. We did well in manoeuvres and it is clear we have the right people in all the key positions who know what they're doing. The J Class regattas will be close racing at their very best and I can't wait to see where we stand.'

'All the gear on deck seamlessly matches an aesthetic theme that honours the historical pedigree of *Rainbow*. This is a beautiful classic yacht as well as a speed machine'



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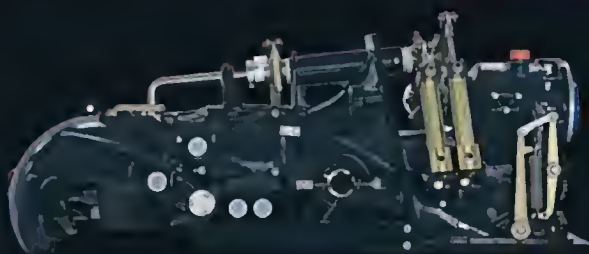
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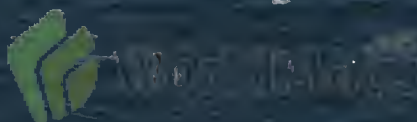
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# Smeralda

words: Ivor Wilkins  
photography: Klaus Jordan





## FAST, FUEL-EFFICIENT PASSAGEMAKING IS AT THE CORE OF HANSEATIC MARINE'S LEAN, LIGHTWEIGHT MOTOR YACHTS. ITS 77 METRE CREATION CONTINUES THE TREND

A threatening storm stacks the sky with dramatic cloudscapes as *Smeralda* streaks across the dark ocean like a long, slender dart. Settling into a 25 knot sprint, her wake flares briefly white against the sea and then disappears, leaving very little disturbance.

On board, the acceleration from 15 knots to 25 knots is a smooth surge, quickly achieved without drama. No great roar from the engines, no vibration through the structure, no massive rooster tail behind – just the steady flick of numbers rising on the GPS displays.

Tracking parallel with the shoreline, the view through the wheelhouse windows changes rapidly as the 77 metre yacht reels off the miles.

High speed efficiency is what this yacht is about and in sea trials off the West Australian coast she is demonstrating her capabilities. *Smeralda* is the third in a line of yachts from Hanseatic Marine that have proven the concept in all conditions. Earlier 73 metre twin sisterships *Silver* and *Silver Zwei* completed transocean passages at average speeds of 20 knots, with a fuel burn of less than 400 litres per hour. On one of these passages, winds of 50 knots and big seas had to be negotiated.

Based on long, narrow, lightweight hulls with relatively low horsepower, *Smeralda* shares the same 10 metre beam as the earlier two yachts, but stretches the overall length to 77 metres. Her twin MTU diesel engines are slightly more powerful, but still deliver less than 6,000kW.

At the beginning of the new millennium, when German industrialist Guido Krass began this quest for highly efficient superyacht performance, the solution for clients wanting more speed was simple: add more horsepower. Krass admires the English economist EF Schumacher, who proclaimed: 'Any intelligent fool can make things bigger, more complex and more violent. It takes a touch of genius – and a lot of courage – to move in the opposite direction.'

Having made his fortune in eco-technologies and with an eye to environmental impact, Krass sought to move in the opposite direction and find a less fuel-hungry answer.

He recruited his friend, Norwegian superyacht designer Espen Øino, and set about creating his own boatyard in Western Australia, with skills drawn from all over the world and Northern European quality as the benchmark.

The first yacht out of Hanseatic Marine was *Silver* in 2007, when the good times still rolled and Krass's fuel-efficient vision might have been considered uncalled for. Two years later, when *Silver Zwei* launched, the world was a very different place: the global financial crisis was in full cry and energy efficiency was very much a mainstream concern.

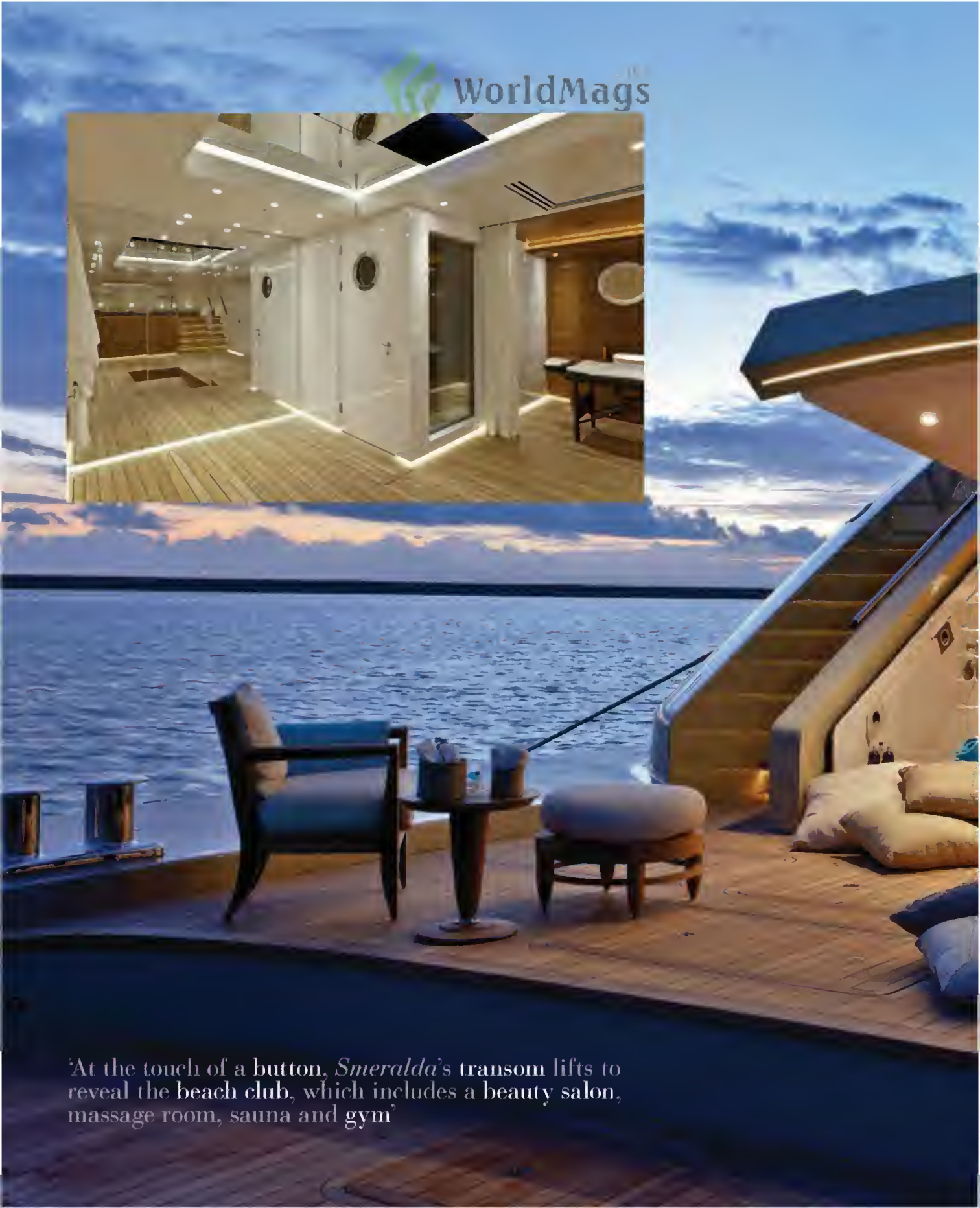
But Krass is very careful not to take too much credit for his foresight, or his 'green' credentials. 'There is a lot of phony talk around this issue,' he says. 'The real green vessel was invented 3,000 years ago and it was a sailing boat. If you want to be green, have a sailboat with no engine, no air-conditioning and cold showers.'











‘At the touch of a button, *Smeralda*’s transom lifts to reveal the beach club, which includes a beauty salon, massage room, sauna and gym’









What he wanted was a fast go-anywhere motor yacht with all the features and comforts of home. To achieve transocean range at speed requires efficiency, and an examination of propulsion systems and hull forms, including catamarans and trimarans, led to the long, lean, light displacement formula.

'I wanted a classic, good looking yacht – something along the lines of JP Morgan's famous New York commuter yacht – with a conventional propulsion system,' he says. 'I did not want to go in all kinds of weird directions.'

The demand for light displacement might suggest composite construction and Krass has expertise in this field, with one of his companies producing carbon fibre components for aircraft. In the end, he opted for aluminium. 'From a practical point of view, aluminium is pretty much unbeatable. You can easily form it and bend it into shapes, it has enormous structural integrity and is light.'

Western Australia has expertise in lightweight aluminium construction, primarily in fast ferries and commercial vessels,





The main saloon features large leather sofas in a U formation. The arrangement is broken into informal zones with three glass-top coffee tables and even more intimate side-tables

which could be redirected to superyacht standards.

The first impression of *Smeralda* is the extraordinary quality of the aluminium work. These are the largest all-aluminium superyachts in the world and Øino's long, clean panels with complex curves have given the yard no place to hide. Any flaw in the fairing or paintwork would be instantly revealed and the Hanseatic team has met the challenge.

The demand for light displacement meant fairing compound had to be used sparingly, putting even greater

premium on the accuracy of the plating. Testament to their success in this regard is revealed below the waterline, where no fairing was applied, yet the finish is remarkably smooth.

The four-layer mast that towers above the hull would be an obvious candidate for carbon fibre construction, to save weight aloft and to achieve the smooth wing shapes. But the yard stuck to its credo of keeping all aspects of the build in-house and playing to its aluminium strengths. The masts are 1.6 millimetre plate, so wafer thin special welding equipment



'Weight control is absolutely critical to the concept. All the panels and joinery comprise veneers over aluminium cores to save weight'



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was required. 'The welders practised on Coca-Cola cans,' says naval architect Nick Stark. 'They got pretty good at it.'

'The lightweight engineering inside these masts, achieved with a matrix of stringers and bulkheads, is an example of the complex structural design applied with the help of extensive finite element analysis (FEA) throughout the vessel.

'The structural optimisation of the hull relies on complete three-dimensional design data for every single element in a boat that comprises more than 100,000 parts,' says Stark. 'When you put it all together in a design model, even the most powerful computers struggle to cope with it. When we built the first structural analysis, it took eight to 10 weeks.'

'The process then involves looping back round and round, refining the design. 'You never design anything just once,

You do it 47 times,' says Stark choosing a random number to illustrate the point. 'We have developed a lot of intellectual property within the company, including writing our own software, to make this happen and to automate the process.'

Where the first structural analysis took weeks, the second took under an hour and continued to compress in a process repeated hundreds of times. The result is a performance 77 metre motor yacht, finished to a high level of luxury for up to 22 guests and 16 crew, with all the attendant systems and air-conditioning, displacing just 560 tonnes.

'Weight control is absolutely critical,' says Stark with some feeling. 'It takes the kind of obsessive approach normally applied to America's Cup campaigns to achieve it.' That applies as much to the interior. Walking through the boat

**The main dining area (above) is located in the 'wintergarden' on the aft deck. Glass panels slide out to encompass this entire area and protect guests from the elements, or they can enjoy alfresco dining open to the ocean breeze, with the panels hidden from view. There is further alfresco dining on the sundeck (left)**





later during sea-trials, Krass spreads his arms wide and turns slowly to indicate the internal structure, including panels and joinery. 'Everything you see is aluminium honeycomb.'

A central element in the performance equation is reducing drag through the narrow hull shape. With only a 10 metre beam, internal volume is constrained, but the space planning across all four decks utilises the fore and aft axis to good effect and leaves no sense of compromise.

Starting from the top, the sundeck comprises a spa pool and sun lounging areas fore and aft, while the middle section, with bar and dining for 10, is shaded from the sun by the mast stack. The forward part of the upper deck is occupied by the wheelhouse, all business, with electronic monitors and controls against a backdrop of charcoal leather

trim. Aft is an owners' apartment comprising a huge bedroom, his and hers bathrooms, a study and seating area, which opens out to a private aft deck, with dining table and lounging area. For an owner who anticipates spending long periods on board and needs both space and privacy to attend to business, this is a true sanctuary.

Guests find their sanctuary on the main and lower decks. The main deck accommodations are situated beneath the wheelhouse and comprise three VIP suites with the beds facing athwartships, two on the starboard side and one on the port side and all sharing a common entrance lobby.

Moving aft on the main deck leads guests along a starboard companionway past two dayheads and the stairwell to the main saloon. Across on the port side





amidships and unseen to guests is the very large commercial-style galley and service centre providing quick access to the primary entertainment areas of the yacht.

The main saloon is where the fore-aft dimension is most accentuated, stretching more than 20 metres from its forward bulkhead all the way back to an indoor-outdoor zone called the wintergarden. This features a flexible dining arrangement that can be split into three round tables or combined into one long table capable of seating 14. It can be either fully enclosed, or left open for alfresco dining.

Flexibility is also the watchword in the main saloon. The furniture arrangement has one sofa athwartships at the head, with two enormous sofas facing each other down each side. In a formal setting, one can envisage a head of state seated at the top with courtiers ranked down each side.

However, three glass-top coffee tables ranged down the centreline break the area into more informal zones, while small drinks stands stationed along each sofa create even more intimate spaces. The area is capable of many moods from regal formality to cosy chats. Seated or standing, the views from the large side-windows are spectacular.

Aft of the wintergarden is an expansive outdoor area with seating, sunpads, and a well-equipped bar. This can be shaded with custom overhead sails and, when the occasion calls for a party, there is 38,000 watts of sound on tap, complete with pulsating lighting effects – enough high-decibel bedlam, perhaps, to even stop pirates in their tracks.

Down a further level on the lower deck, additional guest accommodation is provided in six twin cabins, two of them with additional Pullman bunks. These are all ranged on either side of a bright companionway. There is provision to section off the aft two cabins for security staff, helicopter pilots, nannies or other personnel who come on board.

The forward section of the lower deck has crew accommodations, separate crew galley and mess; aft is the engine room and, right at the back, a beach club, complete with beauty salon, massage room, sauna and gym.

Andreas Holnburger of Cologne-based Vain Interiors did the interior design work for the first two *Silver* yachts and was entrusted with *Smeralda* as well. He describes the look as 'more masculine' than the previous two, with the use of many earth tones: light tan leather, sand woollen carpets,

**Despite the narrow beam, there is no sense of constraint in the interior areas, which are spacious and stylish**





'The essence of the performance package is the long, lean hull and a rigorous approach to weight control allowing fast ocean passages with relatively low fuel consumption'



and cream woven leather details, interspersed with bright scatter cushions. Leather wrapped handrails, occasional glass details and high-gloss walnut panelling feature throughout. A distinct change of mood is struck in the lower-deck companionway, which features lacquered off-white panels with slabs of purple adding a contemporary look.

Despite the emphasis on reducing weight, the use of aluminium cores and veneers has allowed the designers to give all the furnishings and joinery a sense of opulence and substance – there is nothing thin or flimsy about the tactile surfaces. Similarly, no effort has been spared in sound and vibration insulation, so that the sensation under way is exceptionally smooth and silent. When a helicopter lands and takes off from the foredeck, people indoors in the deck below the helipad are unaware anything has happened.

Fuel-efficient fast passagemaking depends on maintaining good averages, as demonstrated by *Smeralda's* smaller sisterships. 'With *Silver* and *Silver Zuei* we had a sweet spot of about 22 knots,' says Krass. 'We would run the engines at a maximum of 1,600rpm and obviously backed off when the weather was rough. With that philosophy, we achieved 20 knot averages on ocean passages of 12 days or more, with a fuel consumption of less than 400 litres per hour.'

This quest for efficiency is a personal thing, he insists. He does not wish to prescribe how others should go about their boating choices. Equally, he does not wish to have the market determine what he produces. He created Hanseatic Marine to develop the kind of yachts he wants. 'I don't ask people how I should do this,' he says. 'I just do it. I don't want to be nervous about what other people think.'

At the same time, he has found ready buyers for *Silver* and *Silver Zuei*, both of which have gone on to deliver excellent service to their new owners in more than 30,000 miles of voyaging. With a *Smeralda* sistership already under construction, an 82 metre design well advanced and a 100 metre yacht in the concept stage, he clearly has faith in the concept and is enjoying keeping Hanseatic fully occupied.

He is closely involved in every aspect of the build and in achieving the quality standards on which he insists. 'I enjoy what I do and enjoy showing people what I do,' he says. 'I feel better being a boat builder than just being a yacht owner, so my kids can't accuse me of just sitting around on a boat.'

This sense of responsibility to future generations comes up more than once in Krass's conversation. EF Schumacher, whom he quotes with approval, espoused a philosophy of responsible use of resources and sustainability. With a big stake in the energy efficiency sector, Krass holds similar beliefs and has applied this thinking to his superyachts. Without going to extremes, he has pursued a pragmatic but rigorous approach to achieving high performance long-range ocean voyaging with relative fuel economy.

'It is a matter of feeling better when you are on board if fuel consumption is kept to an acceptable level. Even wealthy people care about these things. And politically this is becoming more important. Children are a big influence on our generation. They won't accept us just wasting energy any more.'



The owners' upper deck apartment comprises a huge bedroom, his and hers bathrooms, study, sitting room and private deck





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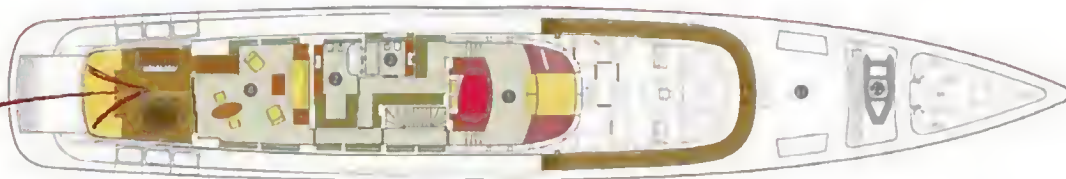




The sundeck includes a large, glass fronted spa pool for eight and lounging area aft

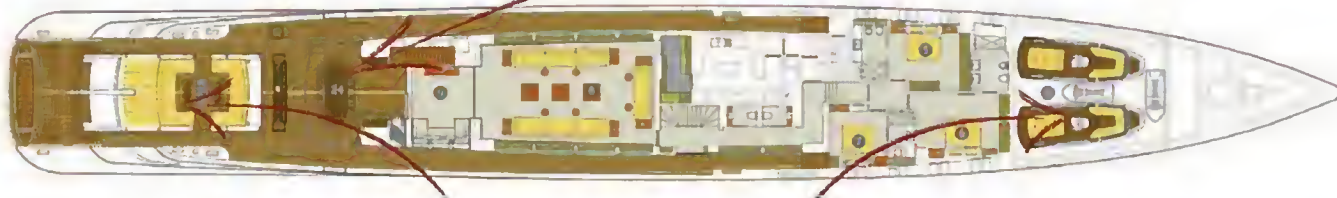


sky high dining is provided for on the elevated sundeck with a table for 10 and a well-equipped bar shaded by the overhead mast stack



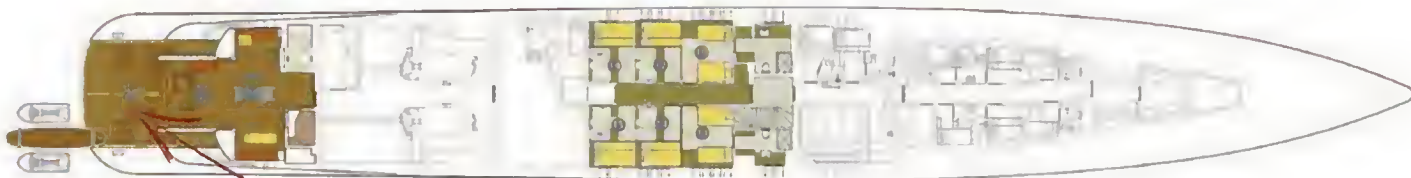
A spacious apartment on the upper deck gives the owner a huge bedroom, his and hers bathrooms, study and seating area and a private deck

The 'wintergarden' is a fully air-conditioned area with a flexible dining arrangement and the ability to enclose the area in glass, or leave it open to the ocean breeze



The main aft deck comprises an expansive lounging area including bar, sunpads and a 36,000 watt sound system

Two 7.4m custom tenders are stowed in a garage under the foredeck with side opening doors on either side. A touch-and-go helipad is on the foredeck



A beach club complete with beauty salon, massage room, sauna and gym is located aft of the engine room

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**LOA** 77m  
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+ LMC, UMS  
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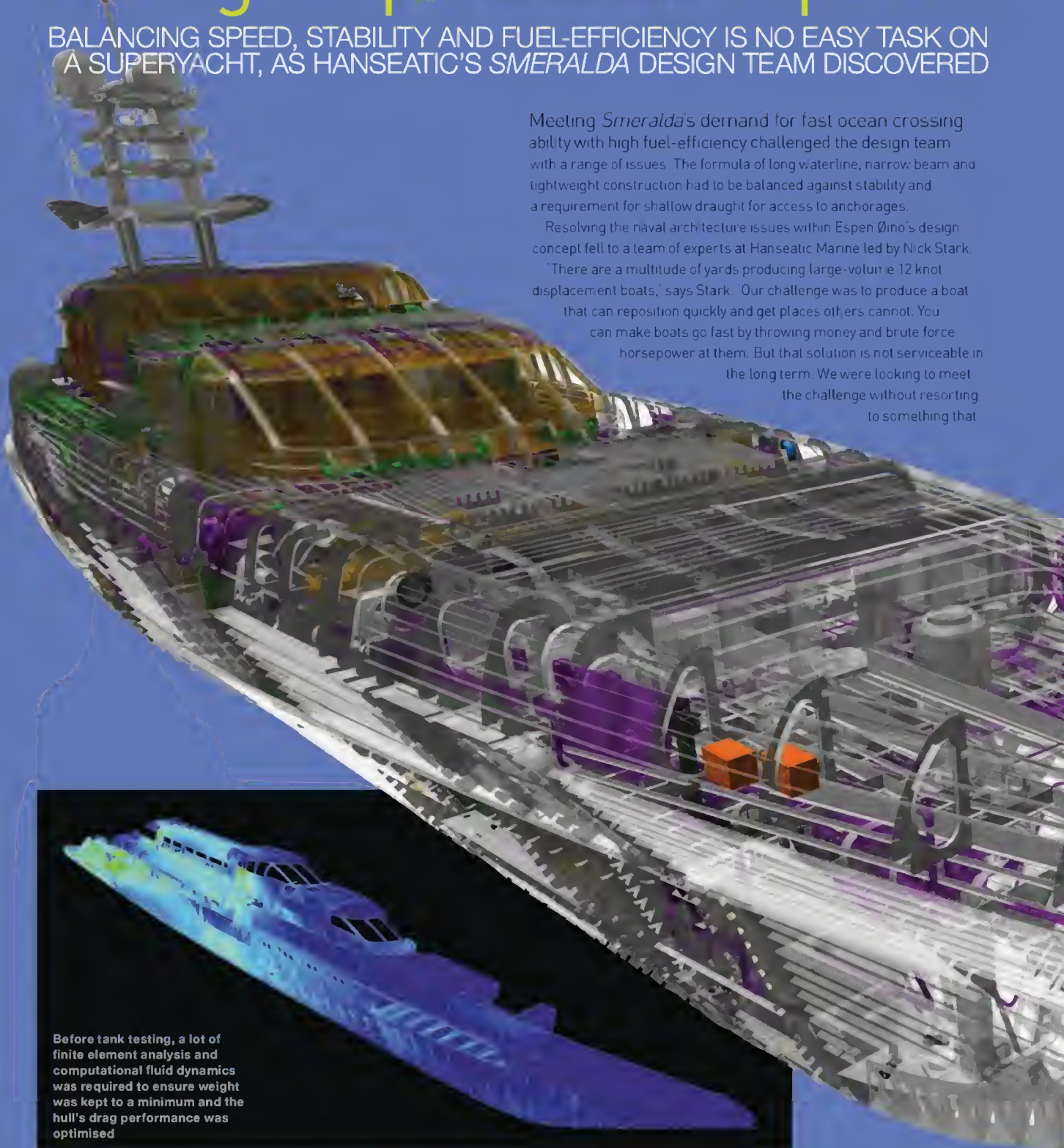
# Solving the performance puzzle

BALANCING SPEED, STABILITY AND FUEL-EFFICIENCY IS NO EASY TASK ON A SUPERYACHT, AS HANSEATIC'S SMERALDA DESIGN TEAM DISCOVERED

Meeting *Smeralda's* demand for fast ocean crossing ability with high fuel-efficiency challenged the design team with a range of issues. The formula of long waterline, narrow beam and lightweight construction had to be balanced against stability and a requirement for shallow draught for access to anchorages.

Resolving the naval architecture issues within Espen Øino's design concept fell to a team of experts at Hanseatic Marine led by Nick Stark.

'There are a multitude of yards producing large-volume 12 knot displacement boats,' says Stark. 'Our challenge was to produce a boat that can reposition quickly and get places others cannot. You can make boats go fast by throwing money and brute force horsepower at them. But that solution is not serviceable in the long term. We were looking to meet the challenge without resorting to something that



Before tank testing, a lot of finite element analysis and computational fluid dynamics was required to ensure weight was kept to a minimum and the hull's drag performance was optimised



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would burn the owner through cost and maintenance.

'Achieving a long, narrow boat with the kind of finish that is expected of a yacht of this calibre, and maintaining stability within the bounds of SOLAS rules, involved a tightrope walk, but due diligence and relentless attention to detail yielded results.'

Weight control was critical, which required a high degree of engineering and structural optimisation, while low drag performance required a high degree of hull design optimisation.

This involved extensive use of finite element analysis (FEA) and computational fluid dynamics (CFD) – with much of the code written in-house. A number of hull models were subsequently tested in tanks both at SSPA in Sweden and at the Krylov Institute in St Petersburg which agreed to rare, if not unique, access for a private application.

Long, narrow shapes are well known to provide low drag efficiency. Look no further than top-level rowing shells. But, rowing shells also demonstrate the problem: they have minimal stability. So the challenge is to produce a long, narrow hull that can meet the safety requirement of coping with the severe heeling conditions it would face in a Force 10 gale.

With a length to beam ratio of 7.7:1 (77 metres LOA and 10 metres beam), *Smeralda* is not as narrow as some large military vessels, or even the *Queen Mary* liner. But those examples achieve stability through weight and draught.

*Smeralda*, says Stark, is 30 to 40 per cent narrower than

yachts of a similar size, which generally cruise at 12 to 14 knots, not 22 knots. And she meets the stability requirements with a draught of just 2.6 metres and a displacement of 560 tonnes.

Stability under way is one thing, but guests demand yachts that lie still in anchorages as well. This is assisted by two pairs of Quantum Zero Speed Ride Control stabilisers – one fore and one aft.

Stability and structural engineering were not the only issues. The reduced volume of the hull shape poses challenges for comfort and accommodation, and the placement of all the machinery and systems that run a yacht of this size. 'You could always do with a metre or so more in the beam, but we did not allow ourselves that luxury,' says Stark.

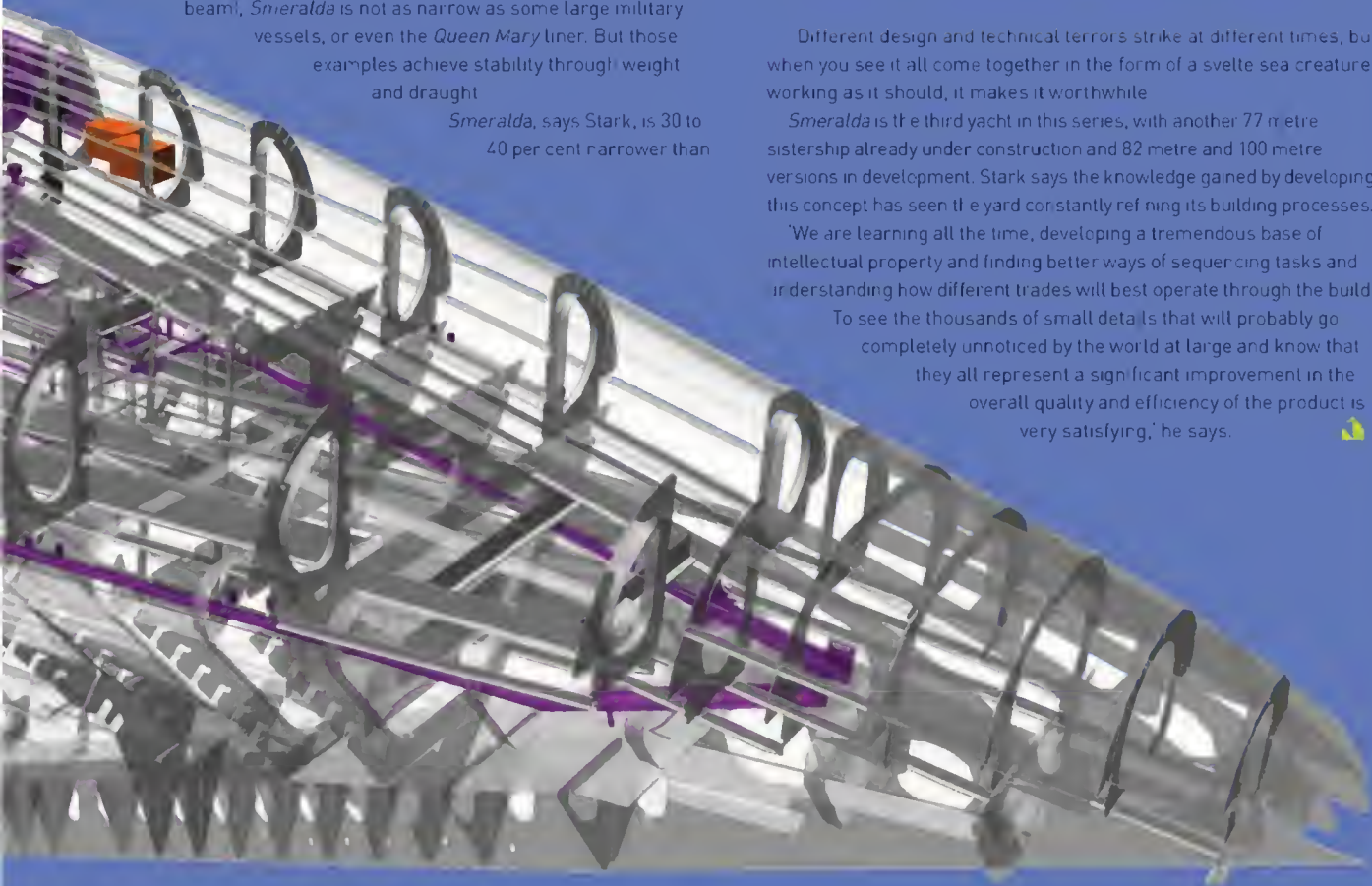
**'To see the thousands of details that go unnoticed by the world at large and know they all represent a significant improvement in the quality and efficiency of the product is very satisfying'**

Different design and technical terrors strike at different times, but when you see it all come together in the form of a svelte sea creature working as it should, it makes it worthwhile.

*Smeralda* is the third yacht in this series, with another 77 metre sistership already under construction and 82 metre and 100 metre versions in development. Stark says the knowledge gained by developing this concept has seen the yard constantly refining its building processes.

'We are learning all the time, developing a tremendous base of intellectual property and finding better ways of sequencing tasks and understanding how different trades will best operate through the build.'

To see the thousands of small details that will probably go completely unnoticed by the world at large and know that they all represent a significant improvement in the overall quality and efficiency of the product is very satisfying,' he says.







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# WorldMags Laurel

REVEALED FOR THE FIRST TIME IN LATE 2011, FIVE YEARS AFTER HER LAUNCH, 73.15 METRE LAUREL LOOKS BRAND NEW – A SHOWCASE OF DESIGN EFFICIENCY WRAPPED IN A BEAUTIFUL PACKAGE



words. Rebecca Cahilly  
photography. Thierry Ameller,  
Martin Fine, Shaw McCutcheon



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Built under conditions of secrecy for experienced owners, the 73.15 metre *Delta Laurel* held a number of notable records at her launch in 2006, among them that she was the largest yacht built in the US in 75 years. She was also the first of her size to feature an entirely composite superstructure from the main deck up. Today, after being shielded from the public eye for nearly six years, one additional superlative surfaces: *Laurel* is one of the most functional and well designed large yachts on the water.

Six years ago, Delta Marine Industries quietly delivered *Laurel* to her owners, and without fanfare she disappeared over the horizon, embarking on a trek that would take her owners and loyal crew on a 120,000 nautical mile adventure to exotic ports of call around the globe. During this time she remained shrouded in secrecy, completely off limits to visitors, wishful charter guests and certainly the superyacht press.

*Laurel* was the vision of experienced yacht owners who selected Delta when they were ready to move up from their 50 metre *Feadship*. Surrounded by the expertise of their build captain, project manager and engineering consultancy team, the owners met with the Delta Design Group to discuss what would become America's largest – and most functional – yacht.

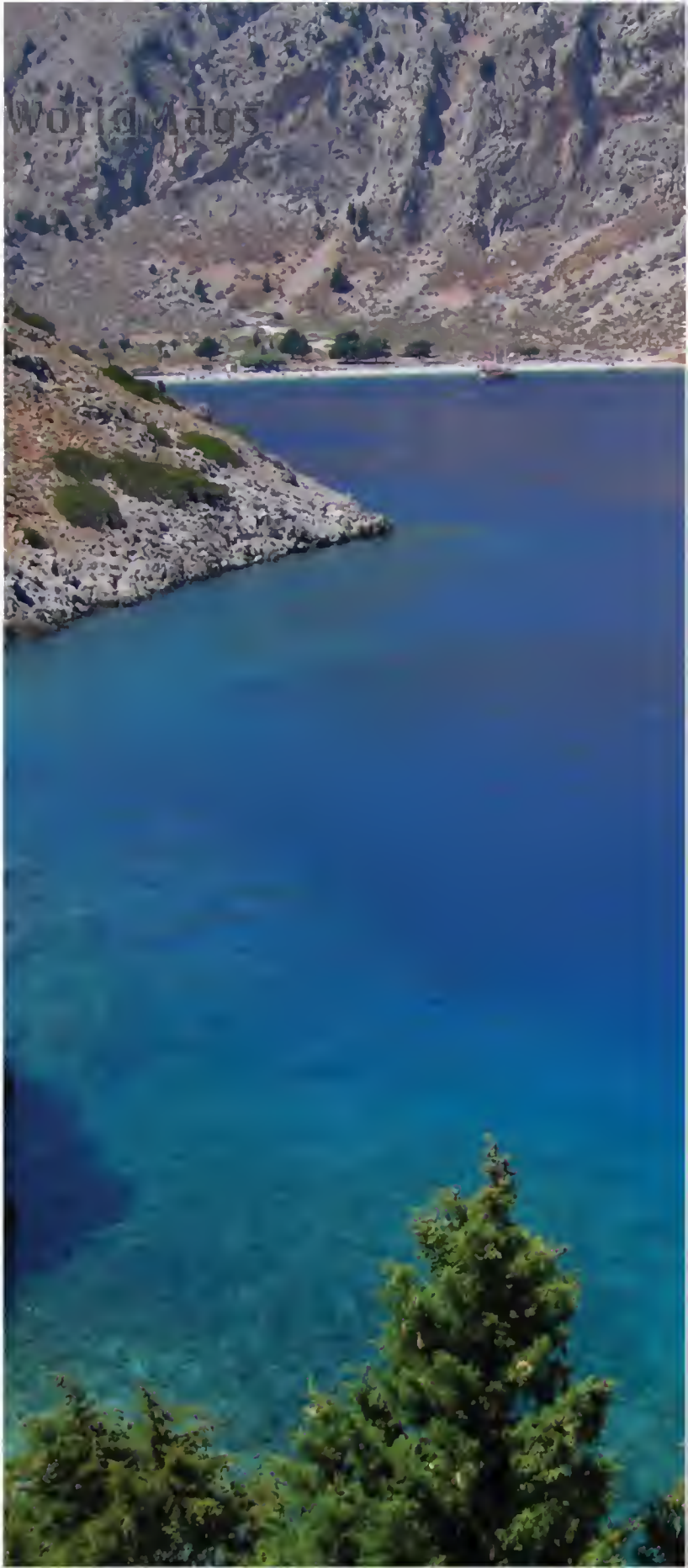
As is common with custom builds, *Laurel* grew in length as her owners' wish list expanded. In the early stages she was envisioned at 60 metres but quickly grew to 67 and then 69.5 metres to carry her three custom-designed Nautica tenders. At 69.5 metres, however, her profile, drawn by Donald Starkey, now looked to the owner to be disproportionate, so he asked for her bow to be extended to improve the rake and sheerline. A swim platform on the stern added another 1.2 metres, bringing her final length to 73.15 metres.

This progressive length increase had some not so obvious, but significant, add-on effects: it increased the boat's draught to 3.65 metres, which allowed for a tank deck, and then, for the tank deck to be efficiently designed. This deck now serves as the epicentre of a precisely managed yacht (also see page 98).

Captain David Clarke ran the owners' *Feadship* and acted as *Laurel's* build captain. 'We followed two philosophies during the build,' he says. 'The first was that equipment was to be in either of only two places: where it is being used or where it is being stored. The second rule was that anything greater than one cubic foot needed to incorporate storage of some type.'

To ensure these philosophies were adhered to after the build was complete, Captain Clarke created an exceptionally detailed tracking system that monitors every single space on board and its related equipment. Anything that is installed or needs maintenance is monitored, and each crew member is trained to manage a specific area and update the database as necessary.

To say that 'functionality' is the theme of *Laurel's* layout







*'Laurel* was the largest yacht built in the US in 75 years. She remains one of the most functional and well designed large yachts on the water'





and design might not do the boat justice, but it inspired every space on board. 'Functionality impacts the crew,' says Clarke, 'and when we work more efficiently, we give better service to the guests. What is most precious to owners is time. If they wait for us to offload toys or tenders in an inefficiently designed system, for example, they are wasting their valuable time.' To that end, the owners gave Captain Clarke and his team wide latitude to incorporate significant design and layout elements with the crew in mind.

Emphasis was placed on utilising the large tank deck to its fullest potential. It houses the laundry room, refrigerators and freezers, crew gym and a waste management room with cardboard shredder, glass crusher and compactor, and a most impressive number of storage rooms and dedicated cabinets. There is bonded storage for alcohol, dry stores, uniforms, cleaning supplies, crew toiletries and merchandise, each area meticulously labelled and organised.

Also on the tank deck is the crew galley. Most of the food preparation on the boat takes place here. Interestingly, the crew mess is elsewhere, two decks above, forward on the main deck, in the space typically reserved for owners.

'Situating the crew mess forward on the main deck was a calculated decision,' says Clarke. 'This part of the boat is the most uncomfortable and noisy when under way, and we didn't like waking the owners when bringing up the

anchor or using the bowthruster.' The area is large and bright, with plenty of seating areas and tables to starboard and a lounge to port. Crew meals in buffet warming servers are brought up via a food lift from the tank deck. The inclusion of a fizzy drinks dispenser means no precious storage is wasted on bottles and cans, and even the position of the dispenser was carefully considered, allowing crew who want a drink to get in and out quickly. From here, crew also have direct access to the bow through the bosun store and air-conditioning room.

The ability for crew (*Laurel* can accommodate 25) to move about the yacht unobtrusively was another significant consideration in the layout. A wide set of stairs originates amidships on the tank deck and climbs to the sundeck, permitting crew quick and easy access to service and guest areas without interrupting guests. A second crew stairwell further forward allows efficient flow between the crew spaces on the lower three decks. Provisions are loaded and frozen rubbish leaves through a dedicated port entry door in the hull on the lower deck. In addition, crew can come and go through this door when at anchor, so the stern beach club remains a guest-only area.

The owners' suite and study is positioned amidships on the main deck, just aft of the crew mess behind a soundproof bulkhead. A hallway – housing a shopping cupboard where

**The observation lounge on the sundeck (above). A glass sculpture adorns the main staircase that runs through the heart of the boat (right)**



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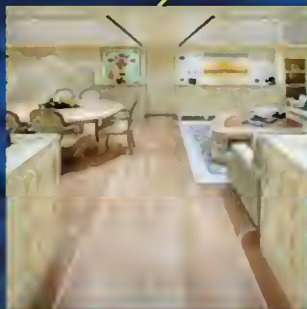




# Laurel: a study in functionality



A swim platform at the stern contributed to the overall length increase, which allowed for an efficiently designed tank deck



The upper saloon dining arrangement, while less formal, still possesses its own buffet, pantry and tableware



In addition to the food stores, uniforms, cleaning supplies and toiletries are all meticulously organised and inventoried



Each deck has its own buffet and pantry area, equipped with area-specific glassware, cutlery, china and napkins





The main deck galley (above) functions largely as a showpiece – the food preparation is done below decks in the crew galley



The drive for efficiency continues on the sundeck, where Champagne glasses are stored in the buffet



Fourteen sets of china are stored forward of the galley for easy access at all times



Crew can access the master suite's terraces from the side decks allowing breakfast set-up without disturbing the owners



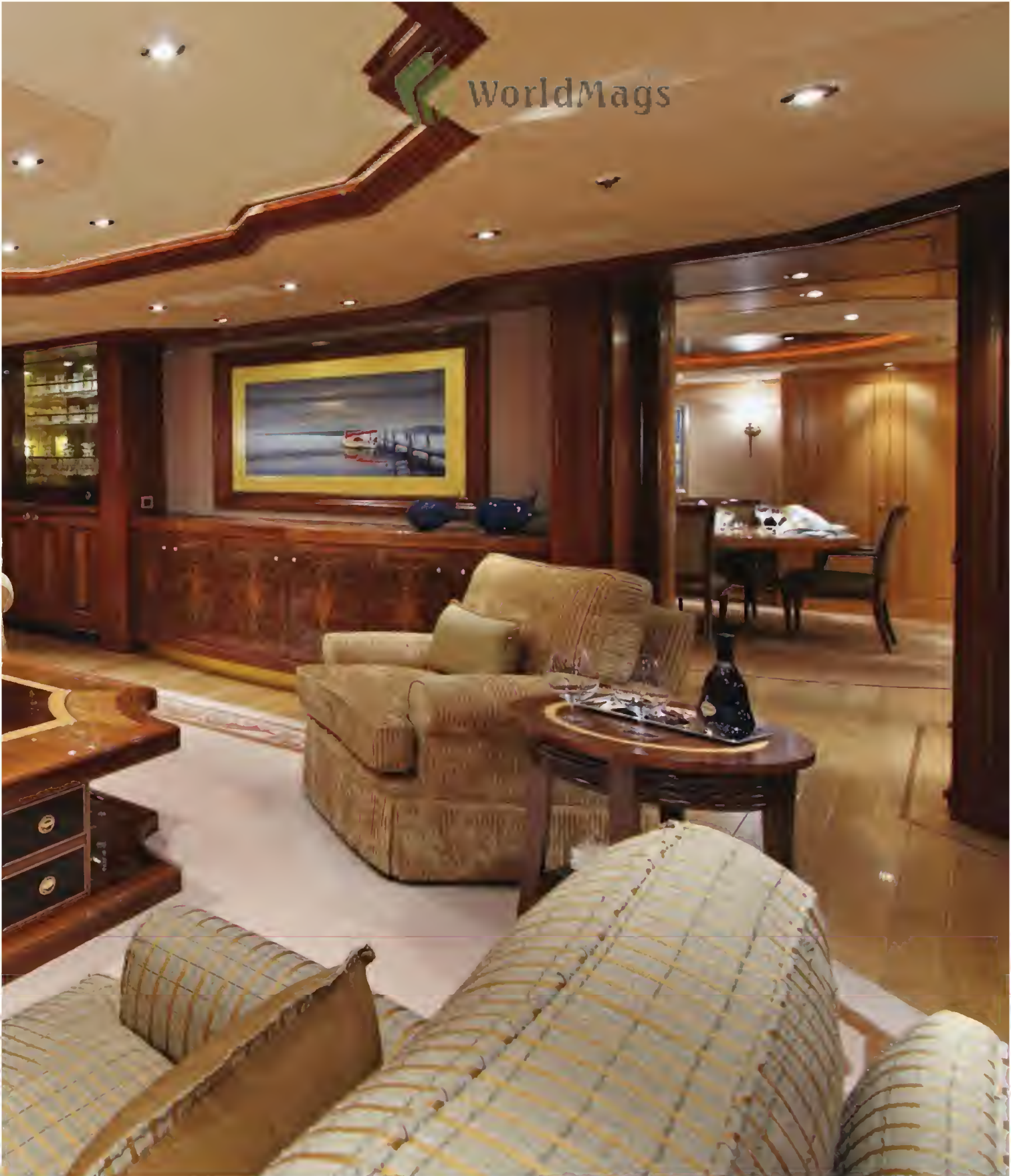


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owners can leave the day's purchases – and starboard-side lobby leads aft into the dining and main saloon. The main galley is also on this deck and has a mirror layout to the crew galley two decks below. Most prep work for food service is handled in the crew galley, then sent up via the food lift to the main galley for cooking when guests are on board, a process the chefs say works well.

Any stewardess in the yachting industry will applaud the functionality of the dining areas. Each deck includes a dedicated buffet and pantry area, and is equipped with a set of area-specific glassware, china, cutlery, napkins and accessories. But it is the dining room on the main deck that sets a standard that many other builds will aspire to. Forget crammed sideboard cabinets: even those that house china and glassware in custom trays should now be ashamed. Intelligently, china, glassware, coffee cups and cutlery are not stored here, rather they reside in a dedicated china store just forward of the galley. The flow is brilliant: plates can be brought from the china store to the galley for food plating, returned to the galley to be washed and easily stored.

The cabinets and drawers in *Laurel's* dining room instead store a dizzying array of tablecloths, candles, napkin rings and accessories, all within easy reach for the

stewardess to set up or tear down and store after the meal.

The themes of functionality and efficient flow continue throughout the boat, from the hidden storage in the main saloon sofas and upper saloon ottomans, to the dedicated Champagne-glass storage in the sundeck buffet. The exterior areas can be quickly set up for entertaining with everything necessary at hand – no need for the steward to run to and from the dining room with plates and glasses.

The guest experience aboard *Laurel* is further enhanced by what Captain Clarke calls a 'service from afar' approach. Strategically positioned cameras monitor the dining areas throughout and have the ability to zoom in on a guest's drink or plate, alerting the server as to the status of the meal without the need for attendants to hover.

The engineers' space, engine room and tender garage aft continue that model of efficiency. Those tenders that inspired *Laurel's* remarkable layout stow comfortably in the large garage and are launched by an overhead gantry crane through an upswing side door. Above one of the tenders is pull-down storage for wakeboards and skis, ready to be displayed for quick selection. Farther aft, the spacious beach club features diving air tanks in custom-built cubbies, which can be easily filled while in their positions.



Although design efficiency was clearly important, everything on board *Laurel* has been finished to a high standard and with an eye to the aesthetic, as evidenced by the starboard terrace (top left), lower deck guest corridor (lower left) and main staircase (above)





The master suite has views across the port side terrace (above) and is adjoined by a beautifully finished bathroom (right). Just aft is the library that can convert into a media room (below right)



Every area on board has been carefully considered to maximise efficient usage, and coded and maintained through Captain Clarke's sophisticated inventory tracking system. And everything follows that original philosophy of 'if it is used here, it should be stored here'.

*Laurel* no longer carries the distinction of the largest yacht built in America, but she is still one of the most functionally designed on the water. Now for sale and offered for charter to select clients, *Laurel* will wow her new owners and lucky guests with luxurious accommodation and five star service from a very happy, well accommodated crew.

Most remarkably, this 73.15 metre with 120,000 nautical miles under her skirt looks as though she has just left the yard. Every area is meticulously maintained and in near-mint condition, from the engine room to the galley, the crew mess and guest areas. For this, Captain Clarke credits her efficient layout and her builder and build team's expertise. '*Laurel*, as she is now, would never have happened without this team and Delta,' he says. Delta not only built a beautiful boat, it built an owner's dream yacht – a well-kept secret that has been worth the wait.





The sundeck offers a spa pool and a sunbathing area, perfect for use after a visit to the adjoining gym



The upper saloon dining area has its own pantry with food lift; an outside dining area is further aft

The owner's suite has a port side terrace and is sandwiched between a library and an AV room



At the stern of the lower deck, increased length allows for the storage of three custom Nautica tenders as well as a swim platform



The tank deck features not just the busy crew galley, but also very efficient spaces for storage of all kinds

## LAUREL Delta

**LOA** 73.15m  
**LWL** 64.35m  
**Beam** 12.26m  
**Draught** 3.66m  
**Displacement**  
 1,472 tonnes  
**Gross tonnage** 1,595GT

**Engines**  
 2 x Cat 3516B HD, 2,500hp  
 at 1,600 rpm  
**Speed (max/cruise)**  
 18.2/13 knots  
**Fuel capacity**  
 173,307 litres  
**Range at 13 knots**  
 6,000nm

**Generators**  
 3 x CAT C9 250kW;  
 1 x G&M 130kW  
**Stabilisers**  
 4 x Quantum QS 1800  
 zero speed  
**Bowthruster**  
 Jastram 250kW

**Freshwater capacity**  
 41,640 litres  
**Tenders**  
 3 x custom Nautica  
**Construction**  
 Steel/composite  
**Owner and guests** 14  
**Crew** 25

**Classification**  
 \* 100 A1 SSC Yacht (P),  
 G6, \* LMC, UMS  
**Naval architecture**  
 Delta Design Group  
**Exterior styling**  
 Donald Starkey  
**Interior design**  
 Donald Starkey

**Builder/year**  
 Delta/2006  
 Seattle, US  
 tel: +1 206 763 2383  
 email:  
 delta@deltamarine.com  
 web: deltamarine.com



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**AEZ ANTIGUA**  
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**AEZ ANTIGUA dark**  
8.0 x 18 | 8.5 x 19 | 8.5 x 19 | 8.5 x 20 | 8.5 x 20



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*Vast, the world of Perini Navi*



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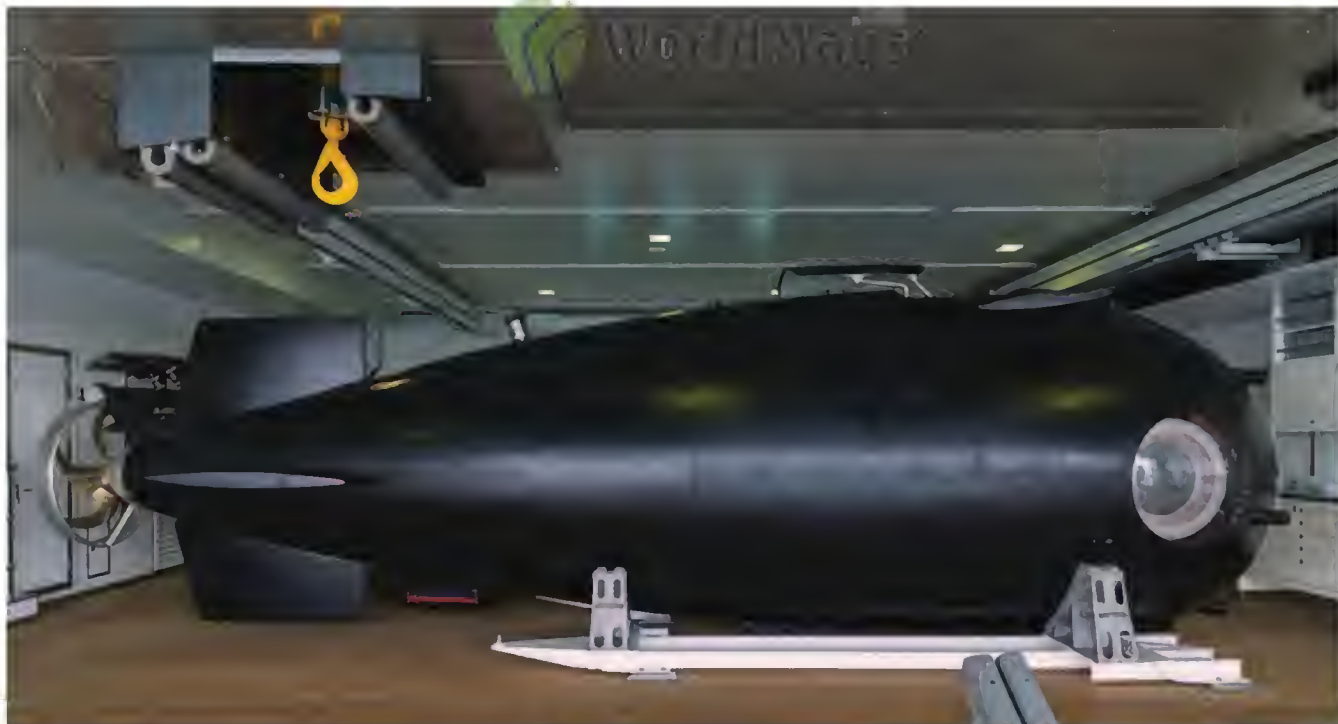




# Pegaso

A PASSION FOR DIVING AND A DESIRE  
TO RESEARCH AND PROTECT THE OCEANS  
LED ONE OWNER TO DESIGN THE ULTIMATE  
LUXURY RESEARCH VESSEL – RV *PEGASO*





ALEX FLEMING

‘From birth, man carries the weight of gravity on his shoulders. He is bolted to earth,’ Jacques Cousteau told *Time* magazine in 1960. ‘But man has only to sink beneath the surface and he is free.’

Like Cousteau and all passionate divers, the owner of RV *Pegaso* knows the unique solace and joy of the world beneath the waves. He built his 73.6 metre luxury research vessel as a tool to explore and protect it – and the head of that tool is a submarine.

‘It started with a submarine and the boat grew around it,’ says Alexander Flemming of Pegaso Marine, who was overseer and owners’ rep on the project.

The five-person VAS submarine is the ultimate dive accessory and was custom built to allow divers to exit the submarine underwater, dive an area of interest, re-enter underwater, drain the compartment, and safely decompress while dry.

At 14 tonnes, the vehicle needed a heavy duty rig to support it. But the owner’s preferences clarified on his previous three superyachts also helped determine their successor. RV *Pegaso* was to be a luxury boat with a trans-Pacific range, Ice Class capability, dynamic positioning, science labs and documentary facilities, the ability to stay at sea for weeks, to launch and retrieve a

Heart of the research centre is the VAS submarine (above). Among the remarkable equipment carried in the extensive wet labs and dive area is an inflatable decompression chamber that can be airlifted by helicopter, allowing patients to be treated en route to hospital





five-person submarine, to deploy complex ocean science equipment, and to carry out commercial helicopter operations. In short, it needed to rewrite a few chapters in the book of yacht design.

A new build plan was developed into a design by the Norwegian company Yran & Storbraaten Architects. But it didn't look quite right, so H2 Yacht Design were consulted.

'He wanted a research vessel that was yacht-like,' says designer Andy Moore, who was part of the H2 design team responsible for the styling of RV *Pegaso's* exterior, and continued with the project later with his own company. 'A lot of explorer yachts are quite commercial

looking, whereas this has got some curves and if you look at the profile, there's a boomerang shape going through the boat, like it's been pulled backwards.'

At base though, Moore says the vessel's shape was 'dictated by what had to go in it' – those areas that bestow upon *Pegaso* the designation of research vessel. They are also the reason that the owner chose Freire Shipyard in Spain, which makes sturdy, high-tech explorers for the likes of the National Environmental Research Council.

Thus, aft on the main deck is a dive centre with a custom oxygen and nitrox breathing gas production



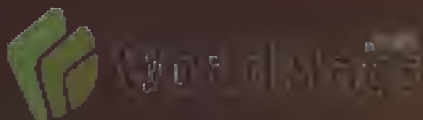


‘A lot of explorer yachts are quite commercial looking,’ says Moore, ‘whereas this has got some curves and if you look at the profile, there’s a boomerang shape going through the boat’









The sundeck helipad is fully HCA certified, and extends by four metres to accommodate an EC 135 helicopter. This is not only useful for guests, but of course is essential when on research missions in far-flung locations. Forward of the helipad is a large gym and an eight-person spa pool

system, rebreathers, scooters, underwater cameras, and a portable FlexiDec decompression chamber. A 45 square metre bathing platform is accessed through watertight doors aft, and forward of the lazarette a huge garage contains the custom McWing submarine tender, a Goldfish tender and – the star of the show – the VAS submarine.

VAS chief designer Giunio Santi, of GSE Trieste, explains that the 1.4 metre diameter forward-facing window is angled slightly downward for 'looking at the seabed, not for the surface' as opposed to the top-side bubble often seen on submersibles. The passenger and diver compartments are encased within a high-tensile steel pressure hull, which is surrounded by a smooth Kevlar/fibreglass hydrodynamic envelope that provides strength, sleekness, and a five knot speed.

The submarine comfortably carries five people to 160 metres down on missions of up to eight hours, with 96 hours of life support.

The VAS has fixed exterior mountings for cutting edge underwater imaging systems as well as removable manipulators. Within her spacious passenger compartment, with standing height of 1.8 metres, she has an ergonomically designed control panel and piloting station. Integrated side-scan sonar allows seabed mapping, while the underwater communications allow the pilot to speak with both divers as well as the McWing tender. After the dive, collected footage is processed in the professional video-editing suite forward of the garage while marine samples can be digitally catalogued in the adjacent wet lab.





Pegaso Marine partnered with Ocean Preservation Alliance (OPA) – a marine conservation organisation that connects the ocean science and exploration communities with vessels to protect and restore the oceans – to create a comprehensive Global Expedition Itinerary.

'There is a definite trend towards purpose driven yachting,' says Sean Dooley of OPA. 'Over the last few years, OPA have worked with many clients who are not into conspicuous spending, but rather are seeking more meaning and purpose in their leisure time. Our experience shows that when clients become personally involved a whole new layer of richness is added to their yachting experience.'

Such experiences are even more extraordinary with children on board. 'When they get back and their friends







'Inside, Mark Berryman's 'beach club' interior uses natural, tactile materials to create a relaxed atmosphere. The observation lounge has a bar and an external seating area'





ask, "What did you do for your holiday?", the kids say, "We saw this animal and that animal and we did this and this with the scientists," says Dooley. "It's a rare experience for children to possibly meet the next Jacques Cousteau!"

As a fully fledged research vessel, *Pegaso* will explore the world's pristine marine protected areas, such as Wolf and Darwin islands in Galapagos, which are highly regulated and inaccessible to most yachts. In areas such as this a helicopter is a vital tool and *Pegaso* is the only vessel of her size with an HCA fully certified helipad – the sort on North Sea oil platforms. Among other features, the platform extends by four metres to accommodate an EC135 helicopter, which can remain on board for guests' use. The 'H' symbol glows in the dark for night landings, while in daytime its teak surface and off-white symbol are inoffensive to the eye – it could even double as a dance floor.

This is just one example of the overachieving kit on board. The air-conditioning can cool the vessel to 21 degrees Celsius when it's 45 degrees outside; the eight-person spa pool has a compensation tank, which conserves water and uses less power to maintain the proper temperature; the black water treatment system is so thorough that what comes out complies with the most stringent regulations in the world, making long trips to Alaska possible; four large satellite domes eliminate the risk of a service-disrupting shadow from the mast, and they receive internet connectivity from both K<sub>u</sub> band for common destinations and C band for remote spots.





The basic hardware is also impressive. The boat has three 450kW generators, which were chosen to support *Pegaso's* dynamic positioning – for both safe diving and protected locations where it is forbidden to drop anchor. The engine rooms hold two easily accessible Caterpillar 3516C engines, with a total output of 4,700kW, giving a range of 10,000 nautical miles at 12 knots.

But while *Pegaso* has an oceanographic agenda, it also offers top superyacht luxury. The research area and guest cabins take up the traditional location of a main saloon, so the bridge deck functions as a main deck might ordinarily. 'Everything moves up a bit,' says Moore.

The spacious bridge aft deck provides the main dining area on the boat, while inside, Mark Berryman's 'beach

club' interior uses natural, tactile materials to create a relaxed atmosphere. But the practicalities of long cruises were also remembered.

'Because he's an owner who spends a lot of time on his boats, we wanted something that would age well,' says Berryman. 'So a lot of the materials – the woods and leathers – were slightly distressed in their finishing, with the hope that in a few years' time it'll look even better with age.'

The saloon incorporates a bar, an informal dining area and a seating space opposite a 60-inch concealed plasma screen and a 120-inch pull-down cinema projection screen – so the whole complement of guests can use the room at the same time, but in different ways.





The bridge deck saloon serves as a multifunction space, with an informal dining area (right), a bar (above) and a full pull-down 120-inch cinema projection screen (above right). Decorative features include pre-stressed floorboards and raffia and textured wood panelling

The panelling is raffia and textured wood, the custom-made floorboards have a 'beaten-up' look and in some areas, woven leather covers the floor. Throughout the boat, oak, wengé and walnut has been sandblasted or wire brushed to bring up the grain.

A bamboo walled corridor leads to the central glass lift – which can take a wheelchair (all corridors are also wide enough for wheelchairs and there is a medical room on board). Down on the main deck, forward of the research area are four double cabins (all convertible to twins). They have en suite bathrooms and a simple, relaxed style, with textured wood walls, large windows and rough limestone at the head of the beds. The VIP features similar décor, but a *shoji* screen separates the



cabin from a private office, lounge and shower room. All AV systems are controlled via iPads in all cabins.

Up on the sundeck there is a 54 square metre gym plus an eight-person spa pool, which can be closed off with glass doors. 'This is a research vessel, it's meant to go to cold places,' says Luc Khaldoun, commercial director of Edmiston, which is representing *Pegaso*. 'The Arctic, Antarctic, even the North Sea in July can be freezing. But close it up and you've got great views, hot water – fantastic.' Forward, the observation lounge has a bar and an external lounging area.

The owner's deck above features a cabin with 180-degree views, warm wood panelling and a cream carpet shaved into a wood grain pattern. The bathroom





‘The owner’s deck cabin has a 180-degree view. The bathroom walls are brushed teak, and the bath is carved from a single piece of limestone and weighs more than a tonne’







**The master suite – on its own private deck atop the yacht – and guest cabins (left) on the main deck continue the elegant beach club theme, as does the central foyer (above)**

walls are brushed teak, which Berryman says will 'take on this lovely grey patina as the years go by'. The bath is carved from a single piece of limestone and weighs more than a tonne, while the head and shower are screened behind sandblasted glass. Forward of the cabin a small terrace with fixed seating provides perhaps the best views on board. Aft of the lift is a large office and lounge, suitable for small conferences and aft again is another, larger terrace with a fixed awning. To reach this deck in the lift you need to punch in a code, the staircase can be closed and there are no companionways. 'You can enclose the area totally so you can be autonomous for days if you wish,' says Khaldoun.

The owner was also concerned with crew comfort on long journeys. Their lower deck accommodation is airy, with a good-sized lounge and a gym. Two additional staff cabins on the main deck accommodate up to four science personnel and there is a dedicated pilot cabin as well. There is a private crew stairway through the boat

and a galley on every deck. Meanwhile, the captain benefits from a walkaround bridge of the type found on offshore vessels and rigs.

'It's as high-tech as it gets. It's all interfaced with the planning station, so the captain or first officer can read all their planning and load it straight up,' says Flemming. 'We've basically taken an offshore commercial bridge package from Kongsberg, and covered it with leather.'

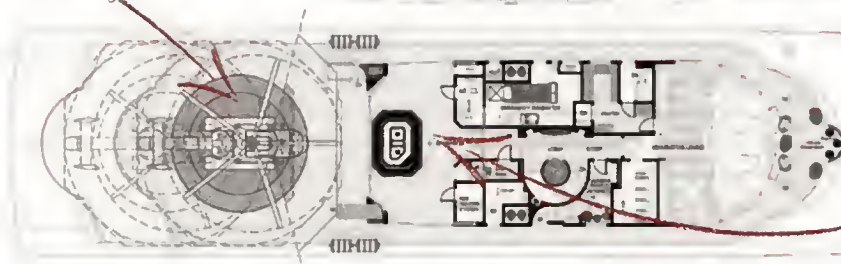
And this is RV *Pegaso* in a nutshell – the most exciting sort of aquatic technology combined with uncompromising luxury. 'It's been a lot of work,' says the owner's long-standing captain, Steve Probst, 'but we are really looking forward to future expeditions. People have referred to *Pegaso* as the new *Calypso*,' he continues, referring to Cousteau's famous research vessel, 'and those are big shoes to fill – but we will live up to that spirit.' The difference is that *Pegaso's* intrepid explorers can soak in a spa pool after they plumb the depths.



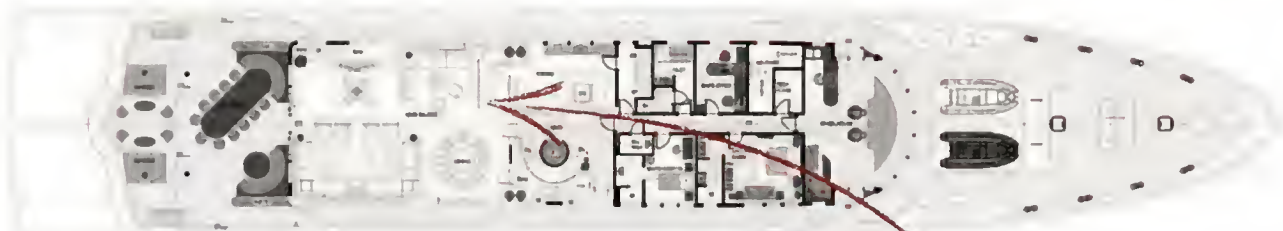
The fully certified helipad extends by four metres to take an EC135 helicopter, and doubles as a giant sundeck for guests



The very top deck is designated as the owner deck, with an expansive suite benefitting from superb views



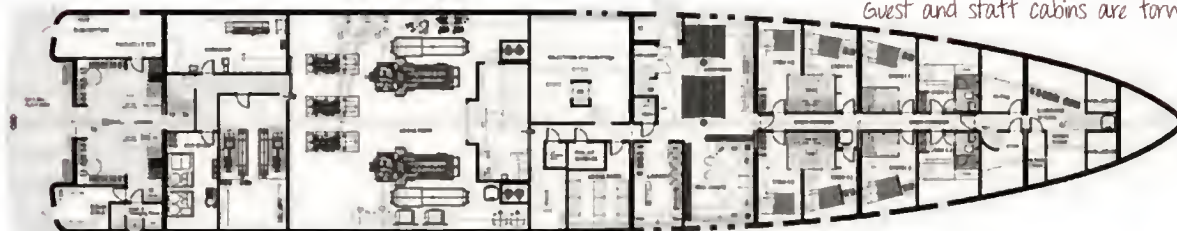
The spa area features an eight-person spa pool and an expansive gymnasium. The forward part forms an observation lounge



The aft area on the bridge deck is the main guest social space, while midships is a pilot cabin and a medical room



Forward of the garage on the main deck is a full wet lab and video editing suite. Guest and staff cabins are forward again



## PEGASO Freire Shipyard

**LOA** 73.61m  
**LWL** 66.36m  
**Beam** 13.2m  
**Draught** 4.5m  
**Gross tonnage** 2,059GT  
**Displacement** 1,860T  
**Engines**  
 2 x 3,150hp CAT 3516C

**Speed (max/cruise)**  
 16/14 knots  
**Range**  
 10,000nm at 12 knots  
**Thrusters**  
 Van der Velden EPS super silent 295kW (bow), 2 x 150kW (stern)  
**Stabilisers**  
 Quantum, 2 x QC2200 zero speed 'at anchor'

**Generators**  
 3 x 450kW CAT C18;  
 1 x 275kW CAT C18  
**Fuel capacity**  
 342,690 litres  
**Freshwater capacity**  
 67,670 litres  
**Tenders**  
 1 x 9.1m McMullen & Wing dive tender with sub support; 1 x 8.9m

**Goldfish**; 2 x 6.2m Pascoe Jet RIB; 1 x VAS 525 8.9m submarine  
**Owner and guests** 12  
**Crew** 22 + 6 staff  
**Construction**  
 Steel/aluminium  
**Classification**  
 Lloyd's 100 A1 [Research Vessel] ICE, Class 1D, \* LMC, \* CCS, UMS, MCA

**Underwater lighting**  
 UL Ti MATE 75 - Underwater Lights Ltd  
**Naval architecture**  
 BMT Nigel Gee; Freire Shipyard; Sermarine  
**Exterior design**  
 H2 Yacht Design  
**Interior design**  
 Mark Berryman Design

**Builder/year**  
 Freire Shipyard/2011  
 Vigo, Spain  
 tel: +34 986 23 30 00  
 freire@freireshipyard.com  
 web: freireshipyard.com  
**For expedition hire**  
 Edmiston, Monaco  
 Eugenia Fomicheva  
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- **MY Diamonds Are Forever** (main picture) featuring **UL Ti MATE® 75 250W** through-hull submersible lights
- **MY Pegaso** (see editorial) featuring **UL Ti MATE® 75 150W** through-hull submersible lights

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Greg Cox, Project Manager, MY Serqué

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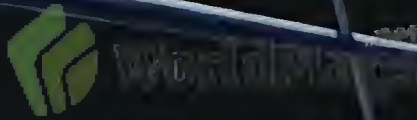
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Image MY Diamonds Are Forever courtesy of Buggy Gadjet





# Endeavour

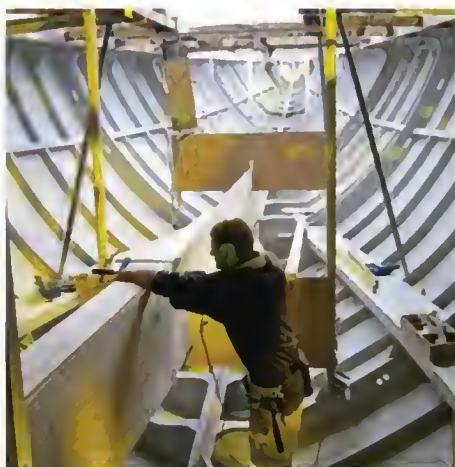
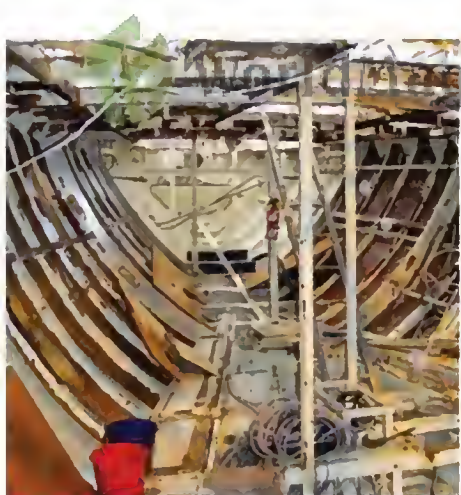
words: Ivor Wilkins  
photography: Yoichi Yabe, Chris Lewis, Will Carver-Ocean



AFTER ITS  
ORIGINAL RESCUE  
AND REFIT, THE  
CLASSIC J CLASS  
YACHT *ENDEAVOUR*  
COVERED A LOT OF  
HARD MILES. BUT  
THE CHOICE OF  
YARD FOR THE  
LATEST MAJOR  
REFIT PROVED  
A LITTLE  
CONTROVERSIAL







When American heiress Elizabeth Meyer rescued the hulk of *Endeavour* from the muddy embrace of an English river, she did not simply embark on the loving restoration of one of the great J Class yachts of the 1930s. Her initiative – started in 1984 and completed in 1989 – also inspired a revival of this class, which continues to grow with the building of new yachts and an active programme of international racing.

Thomas Sopwith had *Endeavour* built in 1934 to challenge for the America's Cup. Built by Camper and Nicholson's, she was regarded as a superior yacht to Vanderbilt's *Rainbow*, though *Rainbow* prevailed. The current owner, who chooses to remain anonymous, has loved the boat since he was 14 and when the chance arose to buy her, he did not hesitate.

Twenty-one years after Meyer's extraordinary mission was completed, *Endeavour* glided into Auckland's Waitemata Harbour, drawing admiration from New Zealanders, who have a keen eye for a yachting thoroughbred.

Even non-sailors could not fail to be impressed by those gorgeous lines sweeping down in a graceful sheer from that needlepoint bow back to the counter stern. Everything suggested elegant power, with the mast towering above the deck and the massive boom stretching sail area to the limit.

As passers-by gazed at the gleaming varnish and reflections of the water in the dark blue hull, they saw the fruits of relentless maintenance dedicated to this great yacht. But underneath the gloss and polish were signs of weariness.

She had lived a hectic life of racing and cruising, covering 200,000 nautical miles, visiting widespread destinations, many glamorous, some less travelled. She had been in China for the Beijing Olympics and up to Japan, where Captain Simon Lacey drew up an extensive work-list, which revealed that nothing less than a major refit was called for.

Jon Barrett, who heads the Newport-based yacht management company Jon Barrett Associates, was also Meyer's first captain. He oversaw the final year of the yacht's reconstruction at Royal Huisman before taking command for the first year of its new life. When Meyer sold *Endeavour*, the new owner recruited Barrett's services and the yacht raced against *Shamrock V* in the US and against *Velsbø* and *Shamrock* in the 2001 America's Cup Jubilee regatta at Cowes, before settling into cruising and charter work. The current owner acquired her in 2006 and retained Barrett – eventually tasked with overseeing the refit. 'The first thing was to write a detailed specification, which ran to 120 pages,' he says.

With a deck that leaked, spartan crew quarters, antiquated deck gear and worn out systems, *Endeavour* needed stripping right back for refit by Yachting Developments in Auckland, New Zealand. As much as possible of the original material was retained and the only carbon fibre added was a new mast





### The refit team

The owner has great respect for Meyer – to the extent that he ordered any nicks or scars in the joinery be left undisturbed as part of the Meyer legacy. So who better to design the refit than the original players from the Meyer restoration?

‘It was like putting a rock band back together again,’ says Barrett. Dykstra Naval Architects, now a leading player in the J Class rebirth, cut its teeth in this rarefied fleet with *Endeavour*; so it was back. Interior designer John Munford had gone into semi-retirement, while Adam Lay, one of Munford’s acolytes during the 1980s, had established his own company. Munford was lured back to work with Adam Lay Studio on the interior.

While the team planned the refit, yards around the world were scoped for the task. ‘We were open to going anywhere in the world – wherever was best for the boat,’ says Barrett.

Of all the yards in New Zealand one might consider for the challenge of a major refit on a 1934 steel classic, Yachting Developments would not spring instantly to mind. This is one of the few companies building superyachts in high-tech composites; its construction methods are more about chemical process than old-fashioned steel fabrication.

But managing director Ian Cook is a classic yacht enthusiast. His own yacht, *Ranger*, is an 18 metre wooden racer that competes in local classic yacht regattas. He is also a well-known rescuer of ‘lost causes’, which stand in an area of the yard jokingly referred to as ‘Jurassic Park’. In pride of place on his office wall is a Beken of Cowes photograph of *Endeavour*. ‘I never dreamed we would one day have the privilege of seeing the boat here in our yard,’ he says.

A further factor is the depth of yachting knowledge on the floor at Yachting Developments. About 75 per cent of the staff at all levels are actively involved in sailing and boating. They bring a wealth of experience, from America’s Cup level down, to bear in seeking solutions.

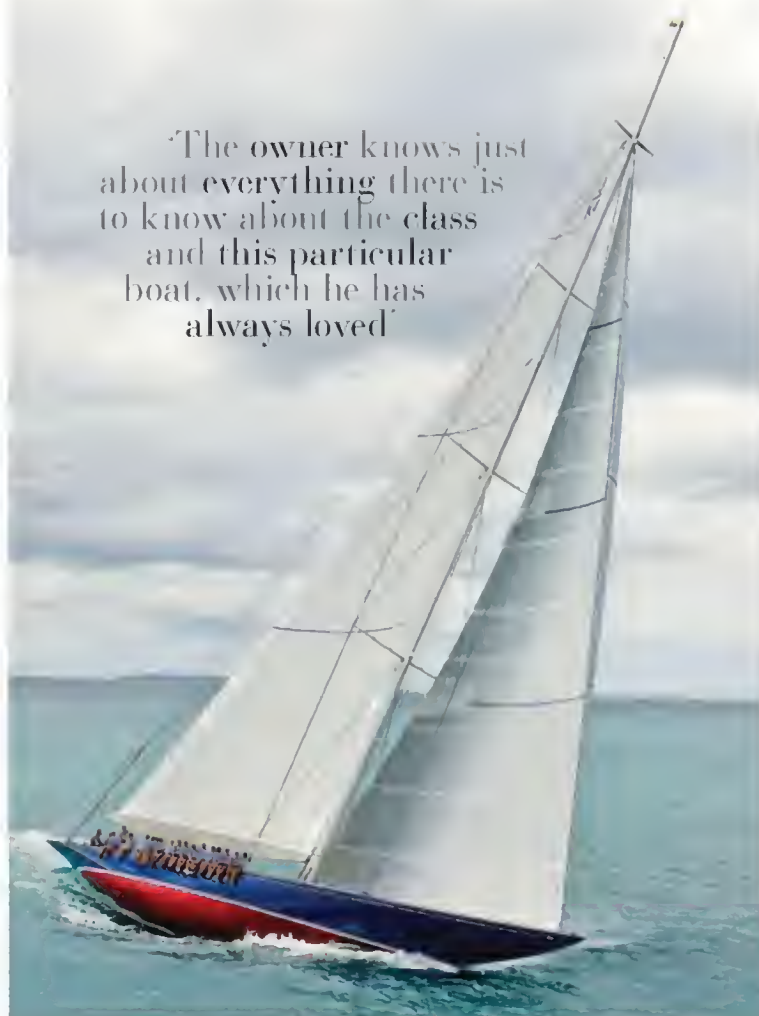
These passions – and the yard’s established skills in superyacht systems and quality construction – convinced the owner he had found the right people to entrust with his refit.

### The process

In broad terms, the *Endeavour* project could be categorised in four key areas: the deck was riddled with leaks, to the extent that the crew up in the bow spoke of seawater raining through; apart from the leaks, the crew area was extremely spartan, just a line of bunks on either side with a table in

‘Who better to design the refit than the original players from the Meyer restoration?’  
‘It was like putting a rock band back together again’





'The owner knows just about everything there is to know about the class and this particular boat, which he has always loved'

between, offering scant comfort and no privacy; the deck gear was antiquated and inefficient; the systems and machinery needed replacing.

The yacht was carefully stripped, with every piece documented and stored in four containers. The deck was completely stripped off, the machinery removed. Down below, everything forward of the mast was taken out, but the owner stipulated the cherrywood panelling aft of the mast be left undisturbed, so it was concealed behind protective covers. Fear of fire was a constant nightmare as welding torches blazed millimetres away from precious timber.

When news broke that *Endeavour* was having work done in a composite boatyard, suspicions flared in the ultra-competitive J Class fleet that she would emerge as a carbon fibre speed machine. That was never on the agenda.

'The owner is not a racer,' says Barrett. 'He bought her specifically because she was *Endeavour*. He would never

have considered building a replica. It had to be the real thing. He is a keen student of history and he knows just about everything there is to know about the class and this particular boat, which he has always loved.'

With the deck coming off, that opened the question about what to do with the rig. The owner's project team prevailed on him that, even if he had no interest in racing, it made sense to bring the yacht into J Class Association Rule limits. He agreed, hence the new Southern Spars carbon fibre rig. But that is the sum total of carbon in the boat.

'The ruling principles were that as much as possible of the original material should be retained,' says Cook. 'Where anything was replaced, the materials had to be like for like.'

This ethos was best illustrated with the stern section, where severe corrosion had spread like a cancer. Yachting Developments manufactured an entirely new transom section from original drawings. The easy answer was to cut









off the old section and weld the replacement in its place. Instead, the worst patches of the old transom were cut out and replacement patches taken from the donor piece welded in place, thus retaining as much original material as possible.

'We approached [the project] the same way as we would build an America's Cup or Volvo Ocean Race boat,' says Cook. 'We weighed every piece we took off the boat and we weighed every piece that went back on. We were interested in reducing weight where possible. It is a mind-set.'

Once the steelwork was exposed, the hull plates were found to be mostly sound, with five to 10 per cent requiring replacement. The major work went into stiffening and reinforcing the deck frames. Part was remedial, but much related to stiffening the structure to meet the loads imposed by a modern carbon fibre rig and materials. About 80 per cent of the deck framing is new. Notes Barrett: 'About two

tonnes of new steelwork went into stiffening and reinforcing the foredeck. All the major chainplates were replaced.

## Modern demands

Over in Holland, the Dykstra office was taking care of the naval architecture issues, conducting finite element analysis (FEA) studies of the new loads, designing the structures to cope, refining the deck layouts and systems to handle the huge sail-plan and conducting hydrodynamic experiments to reduce underwater drag and optimise fore and aft trim. The bulk of the work revolved around the modern sail-plan.

'We had to assess the bending forces imposed by the modern rig,' says Jeroen de Vos, of the Dykstra studio. 'We were going to have loads of more than 20 tonnes on the forestay. That wouldn't have broken the boat, but it would have bent it up at the ends, reducing the waterline length.

**Although weight control was a factor, the interior area aft of the mast was left undisturbed. Even small nicks and scars in the cherrywood paneling were left as part of the Meyer legacy. The panelling is used to great effect in the main saloon (below) and companionway (right)**







There were also greatly increased point loads.

Sail area was significantly increased, with 500 millimetres more hoist on the mainsail and the hounds raised to increase the headstay by two metres for a much larger foretriangle. A new wardrobe of high-tech sails was built by the North New Zealand loft.

The deck layout was totally redesigned. Much of the gear was so old spares could not be found. The profusion of winches was reduced from 26 to a package of 14 new hydraulic Harken winches. While most of this redesign was driven by improving functional efficiency, the aesthetics were also improved by reducing equipment and lowering many of the deck elements, including the main butterfly hatch and coamings.

In line with the owner's wish to bring the helm area more in line with the 1930s design, the sliding hatch over the

owner's suite was replaced with a small, varnished butterfly hatch, with the sailing instruments cleverly concealed behind a wooden panel. The original helm pedestal had been used to support a glass-top coffee table in the main saloon, so a copy was made and installed to support the giant steering wheel.

Removing 19 dorade vents and installing a new ventilation system further reduced deck clutter. The new vents, concealed in boxes in the coamings and alongside the deckhouse, can be sealed off at sea. Additional air intakes and extraction vents are located well above deck level in the mast. As part of the effort to keep water out, much of the deck equipment is welded in place, rather than bolted.

This effort at making the hull shell watertight means the new deck comprises two layers of ply, taped and fibreglassed along the edges and covered with teak planking.







# ENDEAVOUR *Camper & Nicholson's/Yachting Developments*

**LOA** 39.6m

**LWL** 26.9m

**Beam** 6.8m

**Draught** 4.8m

**Displacement** 178 tonnes

**Gross tonnage** 100GT

## **Engine**

Scania DI-12-65M 430hp

**Speed (max under sail)**  
14 knots

**Thrusters**  
Hydrosta Swing 60

**Generators**  
2 x Northern Lights, 38kW

**Fuel capacity**  
5,675 litres

**Water capacity**  
3,785 litres

**Owner and guests** 10

**Crew** 7

**Tenders**  
1 x 5m RIB

## **Construction**

Steel frames and hull  
plates, timber deckhouse

**Classification**  
CISR, J Class Association  
Sails North Sails NZ

**Mast and boom**  
Southern Spars  
NZ carbon

## **Winches** Harken

**Refit naval architect**  
Dykstra & Partners

**Refit interior designers**  
John Munford, Adam Lay

**Owner's representative**  
Jon Barrett & Associates

## **Refit builder/year**

Yachting Developments/2011  
Auckland, NZ

tel: +64 9 417 0060

email: info@

yachtingdevelopments.co.nz

web:

yachtingdevelopments.co.nz





Newly refitted, *Endeavour* romped to victory in the opening race at the St Barths Bucket and performed with distinction throughout the remaining races to take out the top J Class prize.



### The engines

Down below, all the original machinery was removed, the steelwork sandblasted and repainted and a new main engine and two new gensets installed along with new refrigeration, air-conditioning, hydraulics, battery systems, electrical monitoring and controls and shore power converter. 'About the only substantial pieces of equipment retained were the Hundedsted pitch control unit, the propeller and maybe the odd engine room fan,' chuckles Barrett.

The locust cabin-soles were refurbished and retained, but the old backing boards were sliced off and new rubber-mounted substrates glued in place for better sound and vibration damping.

### Crew area

Adam Lay Studio and John Munford refashioned the new crew area, galley and mess forward of the mast. Gone is the communal fo'c'sle, replaced by two crew cabins and a laundry – in a style that complements the Edwardian look aft of the mast. In this area, the original Munford interior was

left unchanged, although the cabinets were all lined with cedar while the shower rooms and toilets were replaced.

### Relaunch

At last, as the southern summer arrived, *Endeavour* made her way down the tree-lined lane from Yachting Developments to the launch pad at the western extremity of the Waitemata Harbour. Within a week of her return to the water, she made a glorious sight ghosting down the harbour in light airs as the new mast and sails were tuned for action.

Ian Cook talks of the privilege of being allowed to work with such a fine classic and says the yard responded accordingly throughout the more than 100,000 hours it took to complete the project.

*Endeavour's* story, begun in the first third of the last century, looks set to continue long into the future. This refit marks the start of a new chapter, celebrated at the St Barths Bucket Regatta in March. After travelling by ship from Auckland to Miami, *Endeavour* sailed direct to St Barths and arrived just a day before the regatta. The crew, including Cook, Barrett and de Vos, assembled and hastily prepared the yacht for racing, had a brief practice sail and went out the next day in a special race against three of her sisters – the first time in 75 years there had been four J Class yachts lined up for battle.

With the owner on board, *Endeavour* romped to victory and performed with distinction throughout the remaining races to take out the top J Class prize. Barrett puts it down to good crew work and a 'fair amount of luck'. Whatever the ingredients, there will be no disputing that as a storybook beginning to her new lease on life, it could hardly be bettered.

While the owner's suite (top left) retained its original materials and layout, the crew areas (left), galley (right) and mess were remodelled to be more comfortable and, with the communal area scrapped, offer more privacy





The new deck setup is a lot tidier, and features just 14 hydraulic Harken winches

The old deck featured 26 winches, and gear so old that direct replacements could not be found

1989

2011

A new ventilation system further reduced clutter. The vents can be closed off at sea, as a lot of water flows over the deck

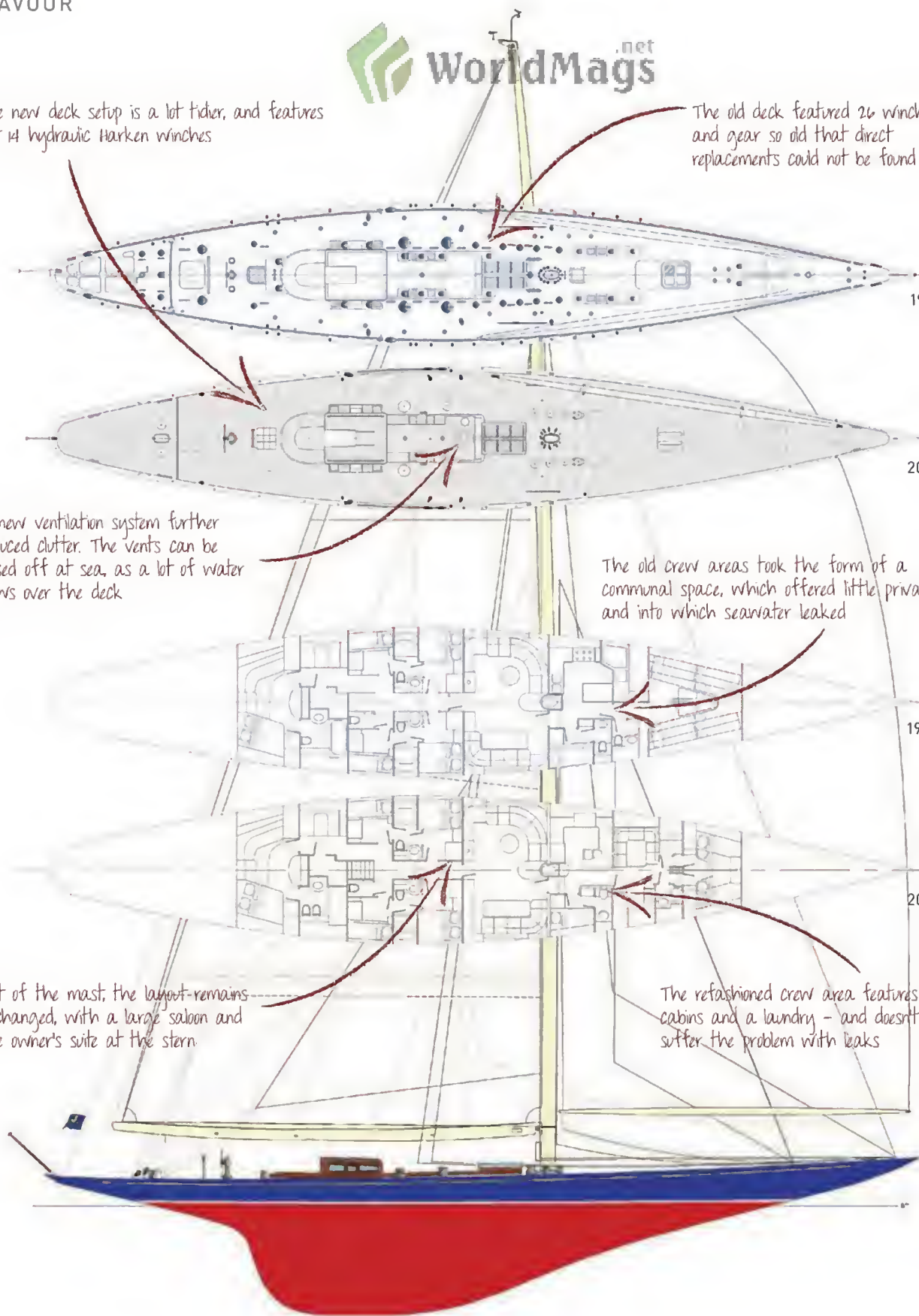
The old crew areas took the form of a communal space, which offered little privacy, and into which seawater leaked

1989

2011

Aft of the mast, the layout remains unchanged, with a large saloon and the owner's suite at the stern

The refashioned crew area features two cabins and a laundry - and doesn't suffer the problem with leaks







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# STAR

AS AMBITIOUS AS MANY OTHER ASPECTS OF MODERN CHINA, KINGSHIP'S 42 METRE COMBINES AN ELEGANT AND LUXURIOUS DESIGN WITH PLENTY OF IDEAS AND INNOVATION – UNDERPINNED BY MODERN TECHNOLOGY





words: Alistair Skinner  
photography: Maarten Janssen, Norm Yip, Courtesy of Kingship Yachts







You might almost expect a company building only its fifth superyacht to be still somewhere low on the learning curve, but it takes little more than a cursory glance at *Star* to see this is not the case. Behind her build lies a lifetime of experience.

Roger Liang, founder of Kingship Yachts, says his father, a Macanese businessman, tired of the nine-knot ferries that took four hours to get him to Hong Kong. Liang senior introduced fast hydrofoil ferries to Hong Kong and the revolutionary concept of coupling catamarans to diesel powered water-jets, now on fast ferries around the world.

Paternal influence helped, but Roger's enthusiasm for superyachts has been obvious since the 1980s, when having commissioned a 16.5 metre steel hulled vessel from Baglietto in Italy, he ended up co-owning the yard, before becoming involved with Green Bay Marine in Singapore in the 1990s. He asserts that 'this is a knowledge based industry' and it is knowledge that ensures success.

Coupled to Liang's enthusiasm, experience and drive is the Dutch design firm Vripack, with which he has worked for eight years. The Dutch superyacht expertise is visible all through *Star*; from exterior to interior. Vripack handled all elements of pre-engineering and design, leaving one point of reference for the builder and creating a smooth process.

*Star's* slightly retrospective style is evident. Vripack produced a 1960s look with vertical bridge windows and flared bow, but this hides a raft of clever ideas and innovation, some visible, some below the surface. 'The owner wanted a

gentleman's yacht, although not a classic retro style, where family and informality came before anything else,' says naval architect and Vripack's sales director Marnix Hoekstra. 'She was designed to be a world cruising yacht from the beginning – the owner wanted to show his children the world.'

*Star's* steel hull is a beautiful, almost flawless dark blue, sanded right down to grade 1200 before painting. Most of the systems are sourced from abroad, even the steel; although China is the world's largest steel producer, Kingship recognised that sheet steel of the thickness required was not readily produced there, nor were the skills available to pre-bend the panels with the accuracy required for such a quality yacht. But there is no doubt this is a Chinese built yacht: the numbers of *laouet* (foreigners) is almost zero in Kingship's Zhongshan factory.

'Working with Kingship, or any Asian yard, is as much a challenge as working with a Russian or South American yard,' says Hoekstra. 'You cannot assume that they are experienced, long-time builders – you need to spend more man hours with them. They can make absolutely anything but you have to tell them exactly what you want.'

*Star* is quite a tall yacht and the main deck is accessed via a hydraulically operated boarding stairway which, when under way, folds up and into the side of the yacht to become almost invisible. A left turn takes you down to the first of the entertainment areas of the yacht, the after deck. This can be cleared away for a sizeable social gathering or to stow her two six-metre tenders while at sea. The

The minimalist air of much of the yacht's interior is softened in the owner's suite (above) with the use of fabric Roman blinds. The lighting system creates an intimate evening mood for the upper deck's bar (right)







bulwarks either side of the after deck lower to allow launching, then slide inwards to reduce the required extension of the launching jibs. This lowers the required weight, strength, and therefore profile of the jibs.

A grand central staircase leads down on to the boarding and swim platform at the yacht's stern, possible through the absence of a tender garage. As Liang notes, why have a huge space that is unused when the tenders are in the water? The logic being that when the aft deck is used in port the tenders would be in the water anyway, and at sea most guests wish to be on a higher deck in the sun.

The absence of a garage has inspired a clever use of space. To starboard is the compartment housing the diesel powered fire-fighting pump, while to the right the engineer's cabin places him right at the vessel's beating heart. And beating it is: one of the gensets is running to power the lighting, although you would hardly have known it as the two Northern Lights generators – 90kW at 400V – are so quiet we are able to converse at the sort of levels you might use at a cocktail party two decks up. The whole engine space is beautifully laid out and labelled, with access to everything. As Liang says, 'You don't want to have to rip the yacht apart just to do routine maintenance.'

Set just either side of the centreline are the Caterpillar C32 ACERT main diesels that push *Star* through the water at a 13.5 knot top speed. Not fast, perhaps, but with oil hovering around €80 a barrel, 'who wants to rush around at 30 knots?' asks Liang. 'Even the fast boats are throttling back.' Her cruising speed of 10 knots brings up a range of 4,500 nautical miles, comfortably transatlantic range. Speed isn't everything, especially in what has clearly been conceived as a gentleman's yacht.

Instead of the more usual air fed system, the engine room is cooled by seawater fed through a heat exchanger. Seawater has a better heat carrying capacity and is much denser, so the space saved is significant. The lack of air trunking also adds volume to the accommodation on the upper decks.

*Star*, with her almost completely white décor has a feeling of freshness, a sophisticated simplicity, even a Scandinavian feel. She has seven different white tones or textures. Hoekstra says the intention is to 'tickle people's senses' and while the carpet was perhaps too soft to 'tick'le' it adds to the relaxing atmosphere of the sleeping quarters. Common to all areas of the yacht is a deckhead level programmable lighting system that constantly and gently changes colour, producing striking effects in the cabins.

The owner's and guest accommodations and public areas are spread across all four decks with four guest cabins on the lower deck and the owner's suite on the main deck. Two of the guest cabins are doubles and the other two twins. Cleverly, between the two twin cabins is a large soundproof sliding door, which can alter the lower deck dynamics from four to three guest cabins, allowing for additional crew on longer voyages.

There are two areas on the yacht where owner and crew can easily interact, but the whole boat is separated – which is hard to do on a 42 metre,' says Hoekstra. 'We spent a lot of time on proper crew and owner routing.'

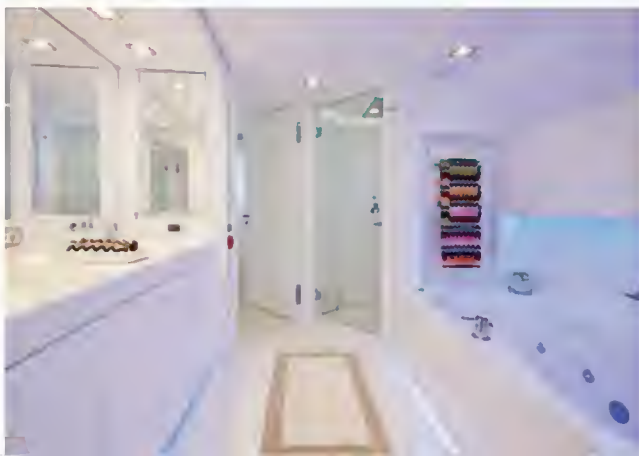
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The owner's suite is on the main deck and features the same deep, soft-pile white carpet and ceiling lighting theme with rotating colours. A subtle change in mood is produced with fabric Roman blinds rather than those of the Venetian variety found in the more public areas of the yacht. The en suite has twin vanities and a kidney shaped spa-bath, all in white, the effect of the lighting more dramatic than ever.

The public areas of *Star* are versatile, with a flexible lounge/dining room on the main deck. The only fixed point is the dining table, seating 10, where a dramatic slit in the ceiling hides downlighting that offers an intimate effect in the evening. This lounge and the one above on the bridge deck have heavy glass doors at their aft end that can be folded back against the bulkhead. This opens the lounges to the open decks behind, giving an airy feeling and a larger area for entertaining on a grander scale. The lounge on the bridge deck feels more like a family room with a large screen flat-screen TV on the forward bulkhead providing a reasonable cinema effect. The one in the main deck lounge sinks into a counter top when not in use.

Both sundeck spaces can be covered with a Bimini for weather protection while in port or entertaining, while on the bridge deck is a less formal dining table inlaid with strips of polished aluminium. The upper deck sundeck features a solid hard top with glass inlays to allow light in while blocking the UV. There is a bar with two fridges – one for the wine and one for everything else, an electric barbecue and another TV. At the aft end of the space is a circular spa pool with a couple of insets in the teak deck for bar stools, allowing those who prefer to get wet on the inside to commune with those getting wet on the outside. As a clever touch, the low rails around the rear of this area

can be raised for safety at sea, and lowered to avoid impairing the view while in port or at anchor.

The crew areas, while not as luxurious, are unlikely to find crew jumping ship after the first cruise. They are comfortable, reasonably spacious with a decent sized crew mess and well equipped galley and laundry. The cabins – three of them – are twin bunked with an additional Pullman if required, while the skipper has a double berth in a cabin just aft of the bridge.

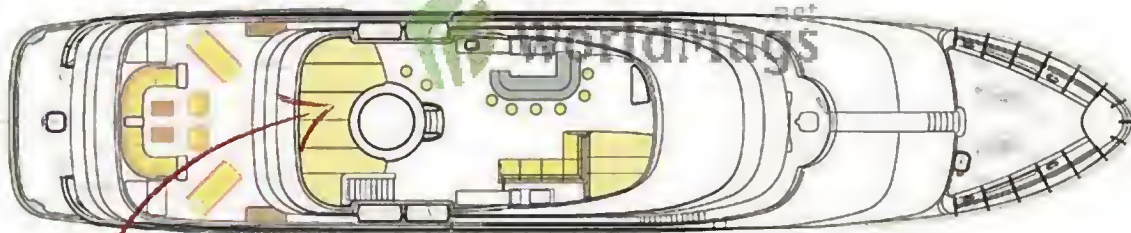
A few steps take the captain to his bridge, dominated by five LED screens allowing access to virtually all the systems, from her five outside video cameras, through monitoring systems in the engine room to the navigational instruments. The systems are all supplied by Alphantron as an integrated package. Right in the middle of the console is the single helm station, with two comfortable raised chairs set to port and to starboard for the watch officers, giving a clear view forward for the officer in charge. Behind, on the aft bulkhead, is a small incidental table with wraparound seating, so the owner may be present on the bridge without causing unnecessary distraction to the captain. At the rear of the bridge, along with all the communication equipment, are even more monitoring and alarm systems, making it extremely unlikely any problems would ever go unnoticed.

*Star* is a capable and individual gentleman's yacht, ideal for family use and with the flexibility to entertain just about as many as you care to. Somewhat retro in her overall concept and look, with a 1990s feel to her minimalist interior, she is equipped with 21st century systems. Perhaps it is time to add one more country to the list of those producing superyachts.

The formal dining area on the main deck (top) conceals the downlighting in dramatic fashion. The master suite bathroom, in varying shades of white, has a kidney shaped spa bath (bottom left). All areas feature an ever-changing, programmable lighting system, seen to great effect in a guest cabin (far left)

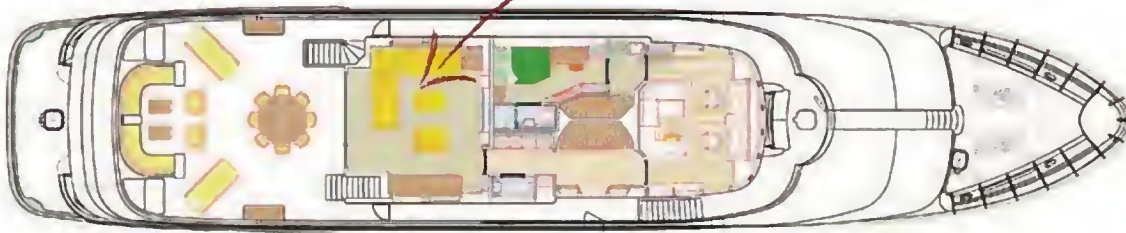
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Both sundeck spaces can be covered with a Bimini for protection in adverse weather. The upper deck also has a bar and spa pool

The lounge on the bridge deck has a family feel and features a large flatscreen TV



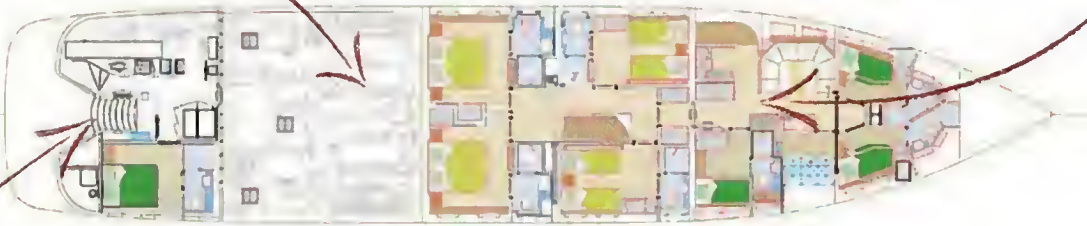
unusually, the aft part of the main deck can double as tender storage and be cleared for entertaining

The owner's suite on the main deck. A flexible lounge/dining area is further aft, with dining space for 10



The engine room layout means everything is very easily accessible for maintenance

Four guest cabins are on the lower deck. Further forward are spacious, twin-bunked crew quarters with galley and laundry



A grand central staircase leads down to the boarding and swim platform

### STAR Kingship

**LOA** 41.9m  
**LWL** 37.45m  
**Beam** 8.4m  
**Draught** 2.65m  
**Displacement** 418T

**Engines**  
2 x C32 ACERT 559kW  
**Speed (max/cruise)**  
13.5 knots/10 knots  
**Range at 10 knots**  
4,500nm

**Thrusters**  
Quantum QT 120  
**Generators**  
Northern Lights 2 x 90kW  
**Fuel capacity**  
57,852 litres  
**Water capacity**  
10,817 litres

**Owner and guests** 10  
**Crew** 9  
**Tenders**  
2 x 6m  
**Construction**  
Steel hull, aluminium superstructure

**Classification**  
Lloyd's, 100 A1 SSC Yacht  
Mono G6, ES #1 MCH  
**Naval architecture**  
Vripack International  
**Interior and exterior design**  
Vripack International

**Builder/year**  
Kingship/2012  
Hong Kong, China  
tel: +852 2530 4848  
email: info@kingship.com  
web: kingship.com





ECOLOGICAL DREAM

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85



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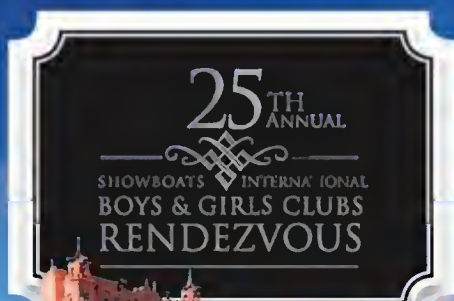
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OYSTER



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On a six-year global voyage, *Laurel* drops anchor off Tierra del Fuego, Chile



MADA DE CHILE

ALCALDIA DE MAR  
CABO DE HORNO



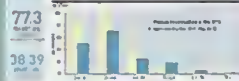
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NEW TO THE MARKET

DATE	TIME	FROM	TO	BY	REMARKS
29	10:00	100	100	100	100
2	10:00	100	100	100	100



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## Brokerage news round-up



# Longest voyage

Laurel: six years and 120,000 miles



words:  
Rebecca Cahilly  
photography  
Courtesy of MY Laurel;  
Getty Images;  
Superstock.com



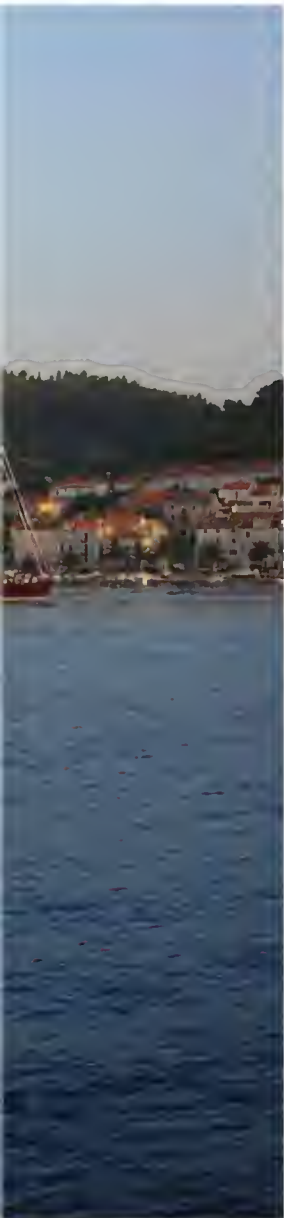
THE 73 METRE *LAUREL* SET OFF ON HER FIRST EPIC VOYAGE IN 2006. SIX YEARS, THOUSANDS OF MILES AND MANY ADVENTURES LATER, HER STORY CAN BE TOLD

“Kangaroos! Kangaroos! Kangarooooooos!” was called out in excitement, startling us from the quiet of our drive from Cairns Airport to the marina. Within seconds we were scrambling out of our vehicle and into an open field, where we quickly came upon more than 30 wild kangaroos grazing on the dew-soaked grass in the morning sun. We were, after all, in Australia, and what better way to begin another exciting adventure aboard the 73 metre adventure yacht *Laurel* than a breakfast with marsupials?”

— So reads an excerpt from the *Laurel* logbook.

That kangaroo encounter was in 2008, when *Laurel* was already two years into her 120,000 nautical mile global adventure. Discovering the Great Barrier Reef was the focus of this particular itinerary for her owners and guests. An overnight passage brought them to Lizard Island, where the anchor was dropped and they enjoyed a sunrise hike to Cooks Lookout, the vantage point from which Captain Cook first took in the magnificent reef. The following days





**Above:** *Laurel* cruises around the British Virgin Islands of the Caribbean. **Left:** among the enchanting ports of Croatia. **Right:** approaching South Sawyer Glacier in Tracy Arm Fjord, Alaska



were filled with diving and snorkelling adventures in the world famous Code Hole and along the Ribbon Reef sites Pixie Pinnacle, Andy's Postcard and the Clam Gardens, discovering an underwater world teeming with colours and curiosities. A nature cruise in the World Heritage Daintree River brought guests into contact with wild crocodiles and a lively Aboriginal Show in Cairns punctuated the 'Dreamtime culture' experience.

The journey had begun in the spring of 2006, when 73 metre steel/composite *Laurel* was launched into the Squamish River at Delta Marine shipyards in Washington, US and headed to Puget Sound for sea trials. She then made her way down the western coast of the US and Mexico, through the Panama Canal, and crossed the Atlantic for her first guest experience in the Mediterranean.

Purpose built for remote, expedition-style cruising, *Laurel* was the

vision of experienced owners who assembled an expert team to design and construct a yacht that met their exacting criteria. Planned and fitted out to the smallest detail, *Laurel's* mission was to take her owners and guests around the world in ultimate comfort, with the utmost of ease and efficiency. The owners were already adventurous, having cruised Alaska, Russia, the Baltic Sea, Galapagos and Canada in their 48 metre Feadship. *Laurel* would provide a larger platform, on which their exciting itineraries would not be compromised by weather conditions.

So it was, in 2006, that *Laurel's* owners came aboard in Venice, Italy and departed for the Croatian Adriatic to discover the enchanting ports, sun-kissed islands and ancient coastal towns that dot the Dalmatian Coast. Uncovering the best-kept secrets of this corner of the world, guests meandered through the cobblestone streets of medieval villages, visiting Roman ruins and enjoying fresh local seafood and produce. *Laurel*





‘Guests finished the day with a spectacular sunset, cocktail in hand, marvelling at the antics of an inquisitive sea lion that spotted an opening onto the deck and jumped aboard’

WorldMag



Above: overlooked by towering cliffs off Panama. Right: kayaking amidst breaching and feeding humpback whales in Alaska. Opposite page bottom left: dancing village children in Papua New Guinea, one of Laurel's favourite trips. Opposite top: guests dwarfed by the Skua Glacier in the Southern Patagonian Ice Field, Chile



cruised through the Kornati archipelago to the small fishing town of Vinišće and on to the beautiful and historic towns of Trogir and Split. Ending the Croatian visit in the romantic, walled city of Stari Grad in Dubrovnik, *Laurel* made her departure for Greece and the Greek Islands.

To access the Greek isles, however, she had to pass through the three nautical mile-long Corinth Canal that connects the Gulf of Corinth with the Saronic Gulf in the Aegean Sea (*see the pictorial proof on page 20*). The canal cuts through the narrow Isthmus of Corinth that separates the Peloponnesian peninsula from the Greek mainland. At its base, the canal is only 21 metres wide, which meant navigating the 12.26 metre-wide *Laurel* through it required extreme concentration on the part of her captain, David Clarke. ‘One important thing to learn when it comes to helm control is the ability to maintain a constant heading for a long period of time,’ he says. ‘Doing two to three knots for over an hour requires a high level of concentration and feel; this was not an uncommon situation as the owners loved to get up close and personal no matter where we were.’

From Greece, *Laurel* travelled to Turkey and cruised along her

western coast, through the Sea of Marmara and the 20-mile-long Bosphorus Strait that separates Europe from Asia. On reaching Istanbul, her guests toured the Old City, the Blue Mosque, the sixth century Hagia Sophia and the amazing spice market.

Rounding out 2006 and her Adriatic and Mediterranean adventures in Italy and the south of France, *Laurel* crossed the Atlantic once again and spent time in the Caribbean, before making her way back through the Panama Canal, up the western coast of the United States to Alaska.

Navigating in and around ice flows and enormous icebergs in the fjords of Glacier Bay and Tracy Arm, Alaska, Captain Clarke positioned *Laurel* to within a quarter-mile of the face of a glacier and launched the tender and kayaks so the owners and guests could experience of ice calving and catch a glimpse of speckled white harbour seals sleeping atop the icebergs. Humpback whale sightings were daily, and the crew discovered a pod of 15 metre-plus humpbacks feeding on the small fish and krill. Once again the guests took to the water in the tender and kayaks to experience the thrill of the whales breaching and feeding around them.





The time passed quickly, and *Laurel* headed back through the Panama Canal, stopping along the Yucatan Peninsula before departing in early 2008 for the Society Islands of Tahiti, Moorea, Tahaa, Huahine and Bora Bora in French Polynesia. Here *Laurel's* owners and guests experienced the perfect South Pacific island experience, from the bustling markets of Papeete to the tranquil family Black Pearl farms, and tracing the steps of Captain Cook in this area that is so rich with nautical history.

Then it was on to the Tuamotu Archipelago. *Laurel* navigated into the protected lagoons throughout this group of 78 atolls, through narrow passages in the reef, formed by prehistoric rivers that flowed from ancient volcanoes. The drift diving experiences here were amazing, with schools of dolphins, large predator fish, giant clams and current-riding turtles. The highlight of the Tuamotu experience was a shark-feeding drift dive in the southern passage of the Fakarava Atoll. Each dive was more breathtaking than the last, and when the guests were ready to come aboard they simply surfaced at *Laurel's* stern and climbed out of the water into her beach club.

After Fiji, *Laurel* went on to Australia and the kangaroos before travelling on to Papua New Guinea, to the north, where the guests arrived on board at the port of Alotau. Home of the largest intact rainforest outside of the Amazon, Papua New Guinea comprises more than 600 islands and boasts at least 800 indigenous languages. Exploring the many villages and islands illustrated the warmth and friendliness of the Papua New Guinean people and their adeptness at handicrafts. Villagers often flocked to *Laurel* in their dugout canoes, selling their produce and fresh catch along with artefacts and carvings. The village children were treated to tender and jet ski rides with the crew and the guests even enjoyed a game of rugby with the villagers.

*Laurel* spent several days cruising up the Sepik River where ceremonial painted faces, welcoming smiles and laughing children running along the water's edge will forever be embedded in her guests' memories. 'Papua New Guinea was the most amazing place we have ever cruised,' says Clarke. 'The villages were very natural; the people were wonderful.'

Across the Atlantic once again, *Laurel* made her way to Santana,





'Within less than a minute we were completely surrounded by over 200 black tips, white tips and whaler sharks up to 2.5 metres long'

WorldMags



Top: in Papua New Guinea, locals came to see *Laurel* in their dugout canoes. Left: exploring the Amazon – she travelled more than 1,000 miles upriver

Right: *Laurel* rounds Cape Horn in Patagonia, where she performed well in very challenging conditions. Below and left: braving 10m seas



Brazil, and the mouth of the Amazon River, to begin a 1,100 nautical mile trek up river to Manaus, where the owners joined. The dichotomy of this area – remote farming villages showing signs of commercialisation with concrete structures and incongruous satellite TV antennas – was in such stark contrast to the experience in Papua New Guinea that this expedition paled in comparison. 'Perhaps if we had gone to the Amazon first,' says Clarke, 'it would have been a better experience.'

In early 2009 in Patagonia, South America, *Laurel* performed her best in challenging conditions. The guests came aboard in the Straits of Magellan and *Laurel* then departed for the Beagle channel and the Chilean fjords of Tierra del Fuego. They lunched near the face of a mile-long glacier beneath a 3,000 metre-high snow capped mountain amidst sea lions and penguins. Hiking, fly fishing, canoeing and whale watching were daily events here, but the power of the Southern Ocean in the famous Cape Horn region were indicative of just how unforgiving mother nature could be. 'We experienced very rough, windy conditions,' says Clarke. 'At times it was brutally cold, with a lot

of fog, blowing 50 knots every two to three days. And then some days it was absolutely beautiful with blue skies.' *Laurel's* side tender garages worked extremely well here, as it offered the ability to launch a tender quickly without having to lower the stern door. 'The owner could be aboard the tender in less than five minutes; we didn't even have to drop anchor.'

This kind of efficiency was well planned at the genesis of the *Laurel* build. 'From the very beginning we knew we would be adventurous and had to get an operation in motion that would allow us to be extremely efficient,' says Clarke. Each and every itinerary was planned in 15-minute intervals and executed without fail to accommodate the owners' very busy schedule.

In fact, it is this kind of planning that is paramount when undertaking an itinerary even half as ambitious as *Laurel's*. 'Have a general plan of where you want to go, how you'll get there and what you will do,' advises Clarke. 'Also consider the visa requirements of your crew for the areas you wish to visit. Make sure you are complying





with customs and immigration regulations and World Health Organization requirements.

'A planned maintenance schedule is key on any yacht, but on adventurous yachts it allows you to control its maintenance, so it doesn't control you,' continues Clarke. 'Things tend to break at the most inopportune time.' *Laurel* carried about £400,000 worth of spare parts on board.

*Laurel* utilised a lot of local provisions during her travels and fuel was easily accessible, although outrageously expensive. During *Laurel's* busiest year of travel, 2007-2008, the price per barrel hit its highest levels and the fuel budget hit \$2 million (€1.58 million) for the nearly 40,000 nautical miles travelled. 'There are some things you can't control, and the price of fuel is one of them.'

Beyond Chile and Galapagos, *Laurel* spent the remainder of 2009 cruising Panama, Colombia, and the eastern seaboard of the US and Canada. By 2011 she was across the Atlantic again for a trip to the UK, then back to Palm Beach and across once again to

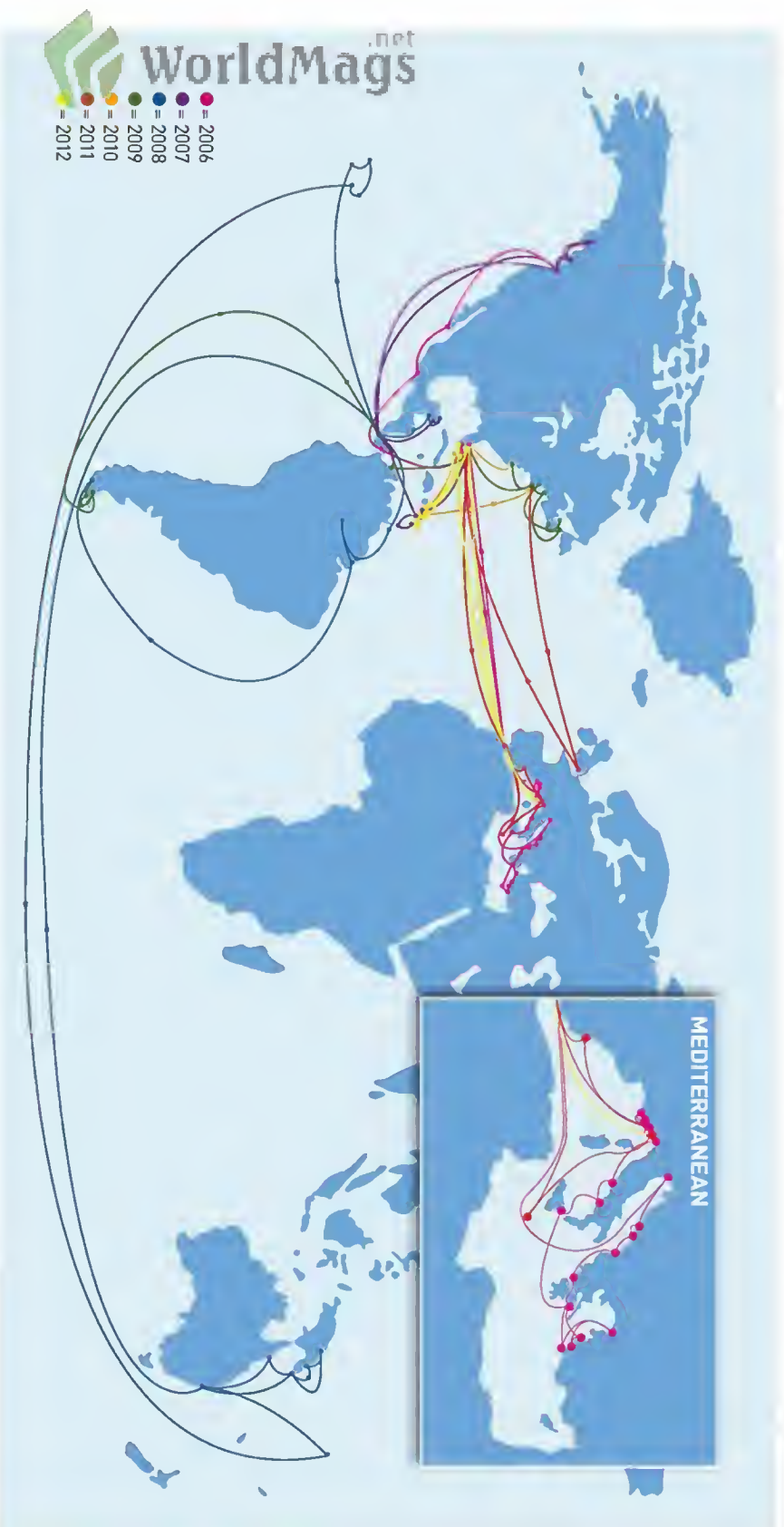
Malta, Genoa, Monaco and Valencia. Open to the superyacht press for the first time at the 2011 Fort Lauderdale Boat Show, one element stood out to all who stepped aboard: she looked brand new, throughout. How could she have been so well maintained after nearly six years and no refit? Captain Clarke credits a heavily documented, high-standard policies and procedures manual that details how a room is to be cleaned, how the engine is to be maintained, when equipment is to be serviced, which products to use on each surface...

'We *'Laurelise'* our crew,' says Clarke. 'We have a very strong core group of people who have been aboard a long time. Crew is a very important part of this; you need consistency to deliver the same product day in and day out. If you believe in it, it works.'

*Laurel* spent the first months of 2012 staying relatively close to home, apart from a crossing to the Genoa show in Italy. Now for sale (and charter) through Fraser Yachts, she stands at the ready to take her new owners on the journey – or journeys – of their lifetime. ►



# LAUREL'S WORLD TOUR



PORT/LOCATION	COUNTRY
<b>2006</b>	
Seattle	USA
Cabo San Lucas	Mexico
Puerto Varatta	Mexico
Balboa	Panama
Fi Landerdale	USA
Gibraltar	UK
Venice	Italy
Split	Croatia
Dubrovnik	Croatia
Corfu	Greece
Corinth Canal	Greece
Athens	Greece
Rhodes	Greece
Bodrum	Turkey
Kusadasi	Turkey
Istanbul	Turkey
Simi	Greece
Athens	Greece
Taormina	Italy (Sicily)
Capri	Italy
Rome	Italy
Portofino	Italy
<b>2007</b>	
Monaco	Monaco
Nice	France
Cannes	France
St Tropez	France
Antibes	France
Gibraltar	UK
Palm Beach	USA
<b>2008</b>	
Belize City	Belize
Cristobal	Panama
Balboa	Panama
Tahiti	French Polynesia
Bora Bora	French Polynesia
Rangiroa	French Polynesia
Fakarava	Tuvalu
Suva	Fiji
Brisbane	Australia
Cairns	Australia
Milne Bay	PNG
Kiribati Island	PNG
Medang	PNG
Sepik River	PNG
Brisbane	Australia
Balboa	Panama
Trinidad	Trinidad
Santana	Brazil
(mouth of Amazon)	Brazil
Manaus	Brazil
(1,100m up Amazon)	Brazil
<b>2009</b>	
Punta Arenas	Chile
Chile	Chile
Argentina	Argentina
Ushuaia	Argentina
Cape Horn	Chile
Puerto Monte	Chile
Galapagos Islands	Ecuador
Balboa	Panama
Cartagena	Colombia
Palm Beach	USA
Newport	USA
Sydney	Australia
St Peter's Canal	Canada
Prince Edward Is	Canada
Boston	USA
Newport	USA
Chesapeake Bay	USA
<b>2010</b>	
Palm Beach	USA
Bahamas	Bahamas
St Maarten	Netherlands
<b>2011</b>	
Bar Harbor	USA
London	UK
Palm Beach	USA
Gibraltar	UK
Malta	Malta
Genoa	Italy
Monaco	Monaco
Valencia	Spain
Gibraltar	UK
<b>2012</b>	
Miami	USA
Bahamas	Bahamas
Antigua	Antigua
Saint Barthélemy	France
St Maarten	Netherlands
Virgin Gorda	USVI
St Thomas	USVI
Palm Beach	USA
Genoa	Italy



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*sexy yachts*



*to boldly go...*



# The best of summer charter: beach clubs, water slides and toys

The finest yachts, from quality classics to high-design stunners, party

## FEATURED



**AURELIA**  
LOA: 37.3m  
Builder/year: Heesen/2011  
Guests/Crew: 8/12/6  
Location: Western Med  
Cost: €105,000/€120,000  
Ocean Independence  
web: oceanindependence.com



**BARON TRENCK**  
A huge beam and spacious sundeck for her size  
LOA: 43.5m  
Builder/year: Eurocraft/2011  
Guests/Crew: 10/9  
Location: Med  
Cost: From €135,000  
Camper and Nicholson's  
web: camperandnicholson's.com



**ANNAGINE**  
A classic but bright interior and 14 knots under sail  
LOA: 33.9m  
Builder/year: JOM/2011  
Guests/Crew: 6-8/3  
Location: Western Med, Sardinia  
Cost: €39,000-€43,000  
Ocean Independence  
web: oceanindependence.com



*Aurelia*

## AURELIA

Few yachts combine quality and fun as successfully as this 37.3m Heesen. Built for a motor racing fan, the 2011 yacht is painted in the orange and sky blue Gulf Oil racing colours, while the number 10 denotes that she is the 10th in this Heesen 37m series.

Inside, the Bannenberg & Rowell design adheres to a more subtle automotive theme. The cream, grey and green seating arrangement in the main saloon sits on carpet with a tyre tread pattern, while the bioethanol fireplace is a tribute to the Dunhill cigarette lighter.

The full-beam master features

tasteful details such as steel handles and door locks that resemble the dashboard dials and gear levers of 1950s American muscle cars. Downstairs the theme is more overt, with three doubles: Lamborghini, with orange details; Aston Martin, in racing green; and of course Ferrari, in hot red.

'All the leather work on the headboards was hand stitched by the same people that make Ferrari seats,' says captain Guy Booth.

Externally, *Aurelia* has an aft deck with comfortable seating, a sky deck with plenty of sunpads and a garage packed with toys. She also features a state-of-

the-art engine room, while gyro stabilisers ensure that when *Aurelia* is not moving, she's not moving at all.

## ROMA

Coming across this 62m yacht at anchor, her most striking feature is a 15m sundeck-to-water slide. 'The other boats beg us to have a go,' says first mate Jan Andruch. The second yacht built by Viareggio SuperYachts has a host of enviable toys, including: a three-person Sea-Doo, water-skis, wakeboards, towable rings, kayaks, SeaBobs, dive gear (for rendezvous diving), plus water balloon equipment and slingshots for epic



boats and toy boxes, as seen at the recent MYBA Charter Show in Genoa



Germania Nova

water fights. Inside there's a cinema and games room with an Xbox and Wii.

There's also plenty on offer for less active guests. The main deck saloon is the perfect spot for elegant socialising – the Newcruise design includes white chenille sofas, walnut and ebony floors, a light-up onyx bar and recessed overhead lighting. In the upper deck saloon a similar theme is highlighted with coral accents. This less formal space features a massive television, games table, computer and like all the interior spaces, it is illuminated by huge windows.

The main and upper aft decks provide good dining and seating options, while the sundeck features extensive lounging areas, a gym with shower and a spa pool.

Roma accommodates 10 guests, mostly on the main deck away from lower

deck mechanical noise. The full-beam master suite with a steam shower and panoramic views is a particular highlight.

#### GERMANIA NOVA

A classic with a fascinating history (see issue 309), this 60.4m schooner offers a very romantic yachting experience. The Burma teak deck features classic fixtures and fittings, out-of-the-way seating and an extendable gimbale table allowing alfresco dining for 10 under most conditions. 'We can be sailing at 10 knots leaning over pretty far and you can still be enjoying a nice lunch or cocktail. Glasses and things won't fall off,' says deckhand Elspeth Eustice.

Below, the cream panelling creates a light environment. The table in the saloon can be raised to transform the space into a bar, while for outdoor adventurers, the yacht carries snorkelling gear and dive gear for rendezvous diving.

#### AXANTHA II

'When a client wants a long voyage, there aren't so many options,' says Egor Lyfar, a charter broker at Neo Yachting. 'A lot of the time they look for this boat.' With a range of 7,900nm at 11.3 knots, the 44m Vripack-designed explorer offers the toughness to take charterers to the world's most remote cruising grounds. The designers also opted for proven technology over untested gizmos, reducing the risk of delays while crew track down obscure parts.

#### FEATURED



#### GERMANIA NOVA

LOA: 55.42m  
Builder/year: Factoria Navat de Marin/2011  
Guests/crew: 12/13  
Location: Western Med  
Cost: €70,000/€80,000  
Hitt Robinson  
web: hittrobinson.com

#### FEATURED



#### ROMA

LOA: 62m  
Builder/year: Viarregio/2010  
Guests/crew: 12/17  
Location: Med  
Cost: €395,000  
Camper and Nicholson's  
web: camperandnicholson's.com

#### FEATURED



#### AXANTHA II

LOA: 43m  
Builder/year: JFA Yachts/2011  
Guests/crew: 10-12/8  
Location: Med  
Rates: €120,000/140,000  
Neo Yachting  
web: neoyachting.com



Roma





42' 48' 57' 60' 65' 70' 75' 84' 85'



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## Summer charter

WorldMags.net



Sea Force One

Inside too, *Axantha II* feels like a 'proper' yacht, with stained cherrywood panelling, blue and white upholstery and brass-railed bookcases. The spacious office aft on the upper deck is a highlight.

Outside is a sundeck and two aft deck areas for dining and lounging, while her foredeck holds two 5.6m ribs equipped for one-day expeditions.

*Axantha II* accommodates 11 guests in lower deck cabins, with a master suite near the centre for stability. Dutch specialists have also ensured that noise levels in the master reach a maximum of 46dB, and are even lower in other guest cabins. As captain Remotti Stefano says, she is 'silent, stable and very good at sea'.

## SEA FORCE ONE

Those who spend charters floating from one glamorous nightspot to another can bring the party home with this extraordinary 53.8m. The Luca Dini-designed Admiral motor yacht features

metallic bird on a swing and a wall installation of multicoloured lights.

Throughout, coloured LEDs set the mood, turning the boat from an art gallery into a nightclub at will.

There are four themed cabins on the lower deck: Cubist, Treasure, Earth and Jet Lag. Space, the monochrome main deck master, has two balconies. While this level is predominantly black, the upper deck is a cool white with acid accents, such as neon glass coffee tables. Outside are generous aft decks on the main and upper levels, a beach club with a range of toys and a sundeck with a spa pool and Teppanyaki hotplate.

## ABUELO

This 21.45m Sunreef catamaran is a great choice for family fun. *Abuelo* offers a relaxed, open kitchen/diner arrangement and a covered aft deck for alfresco dining. Loungers can enjoy the sunbathing area and barbecue on the flybridge, while active guests hit the water with a range of toys, including a new SmartKat sailing catamaran. An inflatable swimming pool can also be deployed to protect children from jellyfish.

*Abuelo* accommodates 8-10 guests in two doubles, a master and a twin, which can be converted into a three-child cabin. All the bright, functional and comfortable cabins have televisions and iPad bases.

The yacht's nationality may also help to simplify cruising plans. 'We are Spanish flagged, so have authorisation for charter in the Balearics,' says first mate Frederic Thauvin, referring to the rule that non



Abuelo

## FEATURED



## SEA FORCE ONE

**LOA:** 53.8m  
**Builder/year:** AMY/2008  
**Guests/crew:** 10/13  
**Location:** Western Med  
**Cost:** €250,000/€270,000  
**Ocean Independence web:** oceanindependence.com

## FEATURED



## ABUELO

**LOA:** 21.45m  
**Builder/year:** Sunreef/2009  
**Guests/crew:** 8/3  
**Location:** West Med  
**Cost:** €40,000  
**Sunreef web:** sunreef-charter.com



## MOSAFA

A stylish boat with light interiors and a top speed of 40 knots  
**LOA:** 26.5m  
**Builder/year:** Azimut/2008  
**Guests/crew:** 8/3  
**Location:** Western Med  
**Cost:** €40,000  
**Hill Robinson web:** hillrobinson.com



## LIBERTY

Huge volumes and a comfortable sea-themed interior  
**LOA:** 49.95m  
**Builder/year:** International Shipyards Ancona/2011  
**Guests/crew:** 12/10  
**Location:** Med  
**Cost:** from €235,000  
**YPI web:** ypigroup.com



# Summer charter



## FEATURED



### DARLINGS DANAMA

LOA: 60m  
 Builder/year: CRN  
 Ancona/2011  
 Guests/crew: 12/16  
 Location: West Med  
 Cost: €345,000/€365,000  
 Camper and Nicholson's  
 web: camperandnicholson.com

## FEATURED



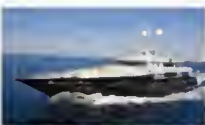
### LAUREL

LOA: 73.2m  
 Builder/year: Delta  
 Marine/2006  
 Guests/crew: 12/24  
 Location: Med  
 Cost: €467,000/€497,000  
 Fraser Yachts  
 web: fraserjachts.com



### SEA DREAM

Grand interiors and  
 generous outdoor spaces  
 LOA: 43m  
 Builder/year:  
 Siar Moschini/1991  
 Guests/Crew: 10/10  
 Location: Med  
 Cost: €110,000/€125,000  
 Burgess  
 web: burgessyachts.com



### MARIU

Chic Giorgio Armani-  
 commissioned yacht with  
 child-friendly crew  
 LOA: 49.9m  
 Builder/year:  
 Codecasa/2003  
 Guests/Crew: 12-14/11  
 Location: Med/Canibbean  
 Cost: €185,000/\$210,000  
 Edmiston  
 web: edmistoncompany.com



*Darlings Danama*

Spanish-flagged vessels can't start or end a charter in Spanish waters.

## DARLINGS DANAMA

With this 60m, CRN and Studio Zuccon International Project have struck a fine balance between modernity and luxury. The spacious aft deck features comfortable cream seating, while inside a sweeping corridor features a brown bamboo bar, artfully lit cream cupboards, silver walls and white floors. Throughout the interior, Cristina and Alexandre Negoescu's design scheme is light, modern and chic.

In the main saloon cream sofas hold cushions in Champagne and taupe velvet, while the carpet has been hand-shaven to emulate the seabed, sculpted into ripples by the tide. Forward, a white table and monochrome chairs create a dramatic dining space. The upper saloon has an evening ambience, with white leather furniture and a glamorous metallic bar, plus an alfresco dining table aft.

Upstairs, the sundeck lounge is a practical space, with a television, sofas, and mother-of-pearl tiled head and shower for those using the exterior sunbathing space, spa pool and bar with ultra-modern white angular seats.

*Darlings Danama* accommodates 12 guests in style. The full beam master suite features an office, a balcony and an open plan bathroom that is separated from the cabin by a mother-of-pearl screen wall. There are some clever little touches, such as speakers that cancel noise, designed to look like buttons in the leather bedhead, and heated mirrors that don't steam up.

## LAUREL

Built for functionality, the original owner of this 73.15m Delta took her for a 120,000nm cruise [see page 152]. With

her charter listing in April, potential guests have had a first glimpse of the well thought out design [see the feature on page 92] that made such a journey – in perfect luxury – possible.

With a Donald Starkey interior and exterior (and Delta naval architecture) *Laurel* accommodates 14 in a classical style featuring warm cherry and light anigre woods. Highlights include a soundproof library, aft decks with overhead heaters, a sundeck with gym, spa pool and sitting room for admiring the view in bad weather.



*Laurel*



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## EDITOR'S CHOICE



## EDITOR'S CHOICE

## Mogambo: vast deck space and muted, stylish interiors

This 73.51m Nobiskrug features enormous exterior spaces. The superyacht's sundeck features a cinema, a gym, spa pool and sunpads, all laid out over a luxuriously large area.

The huge exterior space aft on the main deck offers dining, as well as relaxed lounging areas and sunpads. It can also be converted into a stylish party space. 'We have wireless karaoke equipment, so we can set it up here or

anywhere on the boat,' says deckhand Josh Ralph. On the deck below there is a large swim platform and a beach club with massage, hairdressing, beauty and steam rooms.

Inside, *Mogambo's* wide main saloon is floored with ebonised walnut and populated with velvet furniture in muted browns, greys and blues. There is a light-up bar whose stools are backed with cream pony hair and a huge cream

dining table at the forward end. The whole space is illuminated by massive windows and subtle, recessed lighting. The effect is cool and seductive.

Throughout the boat guests can enjoy a top of the range television and AV system, while the upper saloon features a huge 3D television. *Mogambo* sleeps 12 and with the use of a fold-down bed, the master suite's office can be converted into a security guard's cabin.

### MOGAMBO

LOA: 73.51m

BUILDER/YEAR:  
Nobiskrug/2012

GUESTS/CREW: 12/17

LOCATION: Western  
Med (this summer)

RATES: €550,000/  
€600,000 per week

CONTACT:  
David Price  
Hill Robinson  
tel: +33 4 92 90 59 59  
email: david@  
hillrobinson.com  
web: hillrobinson.com





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Nicholas Edmiston – June 2012





**Boat of the Month**  
Feadship's *Battered Bull* finally for sale, **p172**



**New to market**  
The latest signings, **p174**



**Yacht sales**  
A round-up of vessels sold this month, **p176**



**Price updates**  
The latest price movements, **p178**



**Marketplace**  
Our selection of yachts seriously for sale, **p180**

## MARKET ANALYSIS

# Charting charter yachts

As a testing ground for prospective owners, charter has always been a useful bellweather for the market. Brokers describe the outlook

As global finances tightened, fewer owners have felt comfortable about leaving their yachts to bob at the quayside until they step aboard for their cruise. Over the past few years, therefore, we have seen many more private superyachts put to work.

Charter helps owners recoup between 50 and 90 per cent of their running costs. But also, as Timothy Clark, senior charter broker at Ocean Independence points out, 'More than them needing the money, if an owner's got a crew sitting on the boat 24/7, he wants them to work because he's paying them.'

Neil Hornsby, charter director of Burgess, confirms that 'in the last 12-24 months, there's definitely a greater volume of boats available on the market', and he believes that some size brackets in particular have benefited from an influx of stock.

'There's been a lot more in the sector between 40 and 55 metres,' he says, 'but also there's been more of the new build 70 metre-plus boats coming on the market.'

'Whereas before the choice was small, now there's a decent number of 70 to 85 metre-plus vessels we can offer. There's quite a bit of interest at that level – clients aren't perhaps so susceptible to market conditions.'

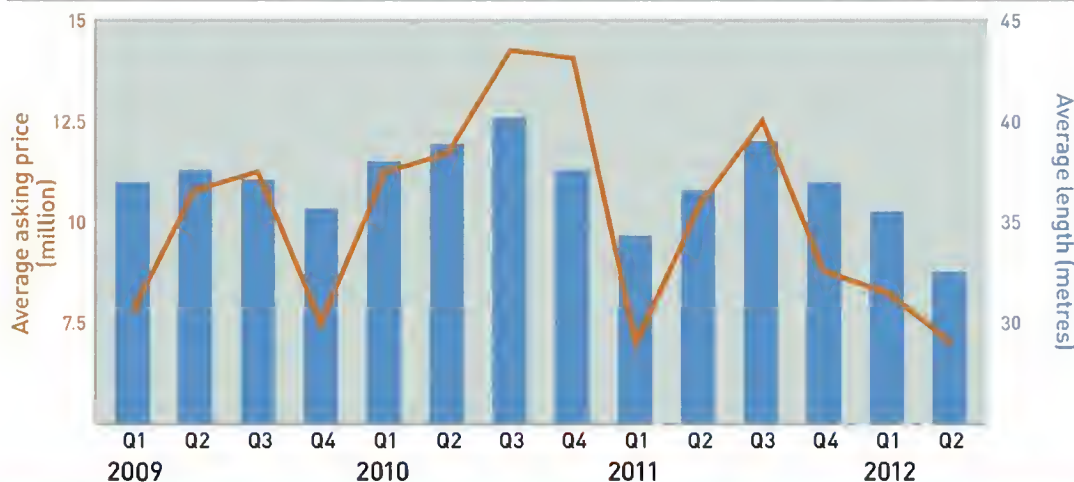
And while bartering for discounts is less common than it was two or three years ago, pricing is down to earth. 'The major impact that the last three or four years has had, is that it has stabilised the charter rates,' says Clark. 'They got to a point, five, six years ago, where prices were over-inflated, probably 20 per cent over what they should have been.'

So with a greater variety of yachts to choose from and reasonable rates, are charterers getting on board? The answer to this question is important not only for charter, but for the superyacht industry in general. Charter is generally viewed as the stepping stone to purchase, in which prospective buyers work out what they like. As Hornsby puts it, 'Activity in charter is probably indicative of people's confidence levels going forward.'

The answer from both brokers is that charter is healthy, Hornsby saying the year has 'started strong' and Clark that 'things are improving – my general feeling is that clients are bored of restricted spending habits'. That's not to say many clients have not taken economic pressures into account when making charter choices. 'We've seen existing charter clients that have taken smaller yachts in the past few years,' says

## INSIGHT

Average asking price and average length of yachts sold – last 14 quarters







Clark. 'As charter can rarely be exceeded as a vacation experience, familiarity particularly by the family unit, has meant downsizing has been a useful option for some.'

While in general the makeup of clients has remained what it always was, both brokers have noticed recent hot spots. 'We've had a lot of interest through our US offices,' says Hornsby. 'There's a lot of confidence coming out of the States and they're capitalising on a weaker euro.'

Clark, on the other hand has seen 'a lot more Middle Eastern money coming back into the Med in the last two to three years'.

Emerging markets including China are also heating up for charter. 'I wouldn't say the Far East is humming for business right now,' says Hornsby. 'But there are key people putting

down considerable sums to do some chartering, and yes, I think they're seeing if they like it and if they want to get into buying.'

Brazil is also strong. 'Chartering lends itself well to Brazilian culture – sun, swimming, beaches,' says Hornsby. 'Brazilians have an affinity to that, possibly more than the Chinese.'

Chinese charterers and others are helping popularise Thailand and other South East Asian destinations. 'There were more yachts

available in the last winter season than ever before,' says Hornsby. 'We could really do with more yachts there as we certainly have a lot of interest for that part of the world.'

The south of France and Italy are still as popular as ever for charter, but new rules may change that. 'The big issue coming out of Italy this summer is that VAT will be charged on charters starting in Italian waters,' says Hornsby. 'It's quite complex but the rates vary between 6.3 and 21 per cent, depending on where boats start and where the itinerary takes them.'

'If it's 6.3 per cent, that's manageable; once you start talking to charter clients about 21 per cent VAT it's going to drive interest

away from Italy. Charters starting in France are still exempt from VAT so I think there'll be more traffic going into France.'

But Clark is not so sure that this haven will survive. 'The industry worked hard 20 years ago to negotiate the French tax exemption for commercial vessels, which has worked seamlessly since, whilst bolstering the economy in the south of France. But as times change with the recent international financial pressures, perhaps the utopian solution would be to have a minimal blanket VAT or 'yachting tax' across the EU. Sadly, I fear this is a pipe-dream.'

While the charter market decides how to work around this issue, perhaps a look at how its clients are graduating into buyers will provide some sunshine. We know there are lots of boats at good prices on the brokerage market, and that they are selling, while some Northern European yards have full order books. But the latter fact may be slowing down charterers who would ultimately like a new build, keeping them in the charter market longer than they may have stayed before the GFC.

'The "last minute" culture is still with us and not just with charter,' says Clark. 'Build slots in the major shipyards were hot property six years ago with some owners investing in multiple slots and/or speculation builds. Due to the deterioration of financial confidence in the years since, clients have been reticent to commit too far ahead and many instead choosing to charter in the interim.'

Hornsby agrees: 'Continuing uncertainty in some areas is maintaining a pretty healthy level in the charter market before people take the plunge.'

But as long as tentative buyers are still enjoying the charter pool, interest and money is staying in the industry – and it indicates that when they are ready, even the currently noncommittal will eventually want a boat of their own. 'Globally there are markets making a lot of money and people who want to do serious chartering,' says Hornsby.

**'Continuing uncertainty in some areas is maintaining a pretty healthy level in the charter market'**

## BOAT OF THE MONTH



COURTESY OF FEADSHIP

### CONTACT

Merle Wood & Associates

Merte A Wood III / John Cohen tel: +1 954 525 5111 / +1 954 647 8255

email: mwood@mertewood.com / jcohen@mertewood.com web: merlewood.com

## Battered Bull

Feadship 52.12m finally on the market

John Cohen at **Merle Wood & Associates** and Merle Wood have signed Feadship's 52.12m motor yacht *Battered Bull*, now offered for sale for the first time since her delivery. Built in 1995 by the Van Lent yard to Lloyd's class, her modern, masculine lines are from the de Voogt studio. Designed and built for an experienced yachting family, *Battered Bull* has had only private use and never chartered. Conceived with worldwide cruising as a priority, she has logged more than 250,000 nautical miles to some of the most remote cruising grounds. With flexible accommodation for 14 guests in seven staterooms plus crew quarters for up to 14, she is ideally suited for both charter and private use anywhere in the world. Lying in south Florida, *Battered Bull* is asking \$29 million.

For the latest news go to [www.boatinternational.com/news](http://www.boatinternational.com/news)



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Antigua 2011  
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# NEW TO THE MARKET

## APRIL IN NUMBERS

# 29

Total number of yachts

# 2

New sailing yachts

# 77.3

Largest new yacht on market (*Lone Ranger*)

# 38.39

Average length

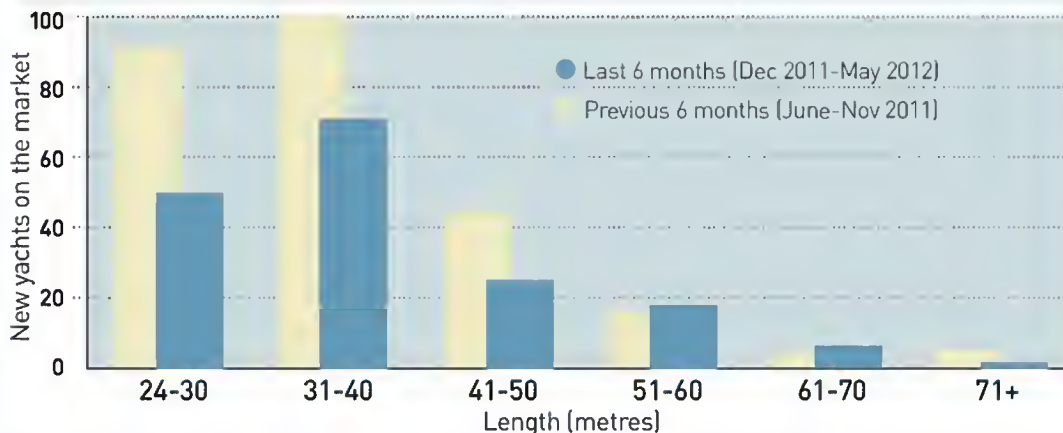
## LISTINGS HIGHLIGHTS

For the complete listings go to [www.boatinternational.com/stats](http://www.boatinternational.com/stats)

NAME	ASKING PRICE	YARD	TYPE	LOA (M)	BROKER
<b>61m+</b>					
<i>Lone Ranger</i>	\$20m	Schichau	M	77.3	Y.CO
CRN 60	€50m	CRN	M	60	Camper & Nicholson's
<b>51-60m</b>					
<i>Were Dreams</i>	€29.95m	Amels	M	52.3	Ocean Independence
<i>Battered Bull</i>	\$29m	Feardship	M	52.12	Merle Wood
<b>41-50m</b>					
<i>Couach 5002</i>	€29m	CNC	M	49.91	Fraser Yachts
<i>Satori</i>	\$44m	Heesen	M	49.8	Fraser Yachts
<b>30-40m</b>					
<i>Evil Zara</i>	€11.9m	Sunseeker	M	39.9	Fraser Yachts
<i>Tiger</i>	€2.9m	Mastori	S	38	Fraser Yachts
<i>Secret Love</i>	€6m	Amels	M	36.5	Int'l Yacht Register
<i>Proteus</i>	\$3.85m	Custom	M	36.5	All Ocean Yachts
<i>Grand Cru III</i>	€8.5m	Benetti S.D.	M	36.16	Edmiston
<i>Stilvi III</i>	€6.5m	Benetti	M	34.95	Burgess/Oceanfast
<i>Kiara</i>	€1.8m	Secni	M	34.7	Nicoll Associates

## INSIGHT

New yachts on market by length



## Spotlight

New to the market



Couach 5002

The 49.91m *Couach 5002* is currently under construction by CNC, with delivery due in 2013. She is now listed for sale by **Fraser Yachts** asking €29 million.



Satori

Heesen's 49.8m motor yacht *Satori* was put on the market just weeks before winning a prestigious World Superyacht Award. Listed by **Fraser Yachts**, she is asking \$44 million.



Grand Cru III

*Grand Cru III* is an impressive 36.16m motor yacht built by Benetti Sail Division in 2009 with an infrared heating system on the aft deck. She is listed for sale by **Edmiston & Company** asking €8.5 million.



Lone Ranger

The largest yacht to come on the market is the 77.3m converted expedition yacht *Lone Ranger*, built by Schichau in 1973 as an ocean-going tug and converted in 1994. Available for sale with **Y.CO**, she is asking \$20 million.



CRN 60

The most expensive motor yacht to come up for sale is a new 60m CRN motor yacht delivered in 2011. Available through Simon Goldsworthy at **Camper & Nicholson's International**, she is asking €50 million.

For the latest updates go to [www.boatinternational.com/stats](http://www.boatinternational.com/stats)





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# YACHT SALES OVER 24M

## APRIL IN NUMBERS

# 23

# €3.8

million

Average asking price

# 1

# 40.2

metres

Largest yacht sold  
(Miss Rose)

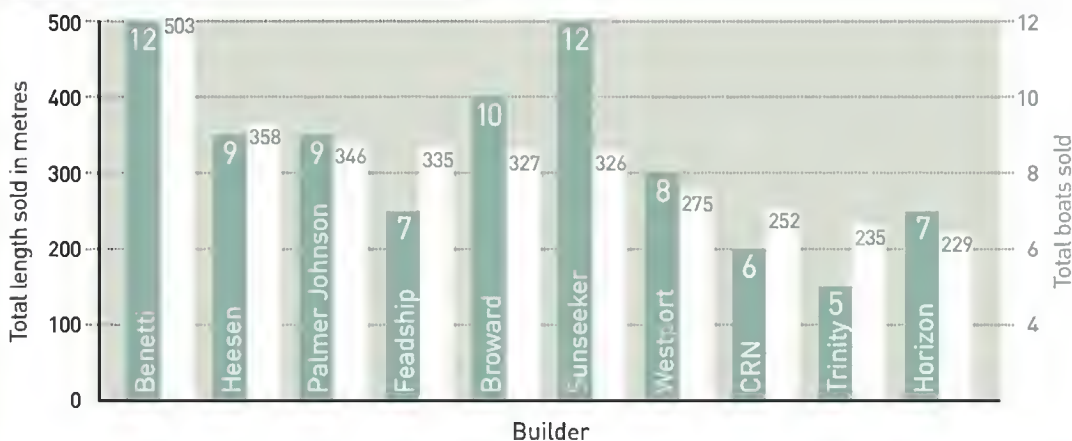
## LISTINGS HIGHLIGHTS

For the complete listings go to [www.boatinternational.com/stats](http://www.boatinternational.com/stats)

NAME	ASKING PRICE	YARD	TYPE	LOA (M)	BUYER'S BROKER	SELLER'S BROKER
<b>41m+</b>						
Miss Rose	\$12.9m	Horizon	M	40.2	Bluewater Int'l	Burgess
<b>31-40m</b>						
Aquasition	\$8.995m	Broward	M	38	Galati	RJC
Tickled Pink	£7.75m	Sunseeker	M	37	Dbeere	Dbeere
Stella Fiera	€3.3m	Benetti	M	35	Teknik Makina	Edmiston
Embark	€2.65m	Codecasa	M	34.7	Fraser	Fraser
Pokerdassi	€3.9m	Sanlorenzo	M	32.9	IYC	IYC
SL104	€9.75m	Sanlorenzo	M	31.7	Nakhimov	Nakhimov
Sunday Money	\$4.3m	Hatteras	M	30.5	Marine Max	IYC
<b>25-30m</b>						
Bristolian	€1.1m	CNB	S	29	Nicolle	Northrop
Audacious	\$2.995m	Inace	M	29	All Ocean	Northrop
JK	\$2.39m	Pershing	M	26.96	Bill Shewbridge	MWA
Aspiracion	995,000	Pershing	M	26.95	OCI	OCI
Lukousauras	\$1.69m	Broward	M	26.5	RJC	RJC
Double Trouble	\$3.495m	Lazzara	M	26	Galati	HMY

## INSIGHT

Top 10 builders based on length of yachts sold (last 12 months)



## Spotlight Sales over 24m



Miss Rose

The largest yacht sold was Horizon's 40.2m motor yacht *Miss Rose*, built in 2008 and listed for sale by **Burgess and Camper and Nicholson**s and sold by Bluewater International asking \$12.9 million.



Bristolian

*Bristolian* was the only sailing yacht sold last month. Built by CNB and listed by **Northrop & Johnson** asking €1.1 million, the buyer was introduced by **Nicolle Associates**



Aspiracion

On the market for many months now, Pershing's 26.95m motor yacht was finally sold after a series of price cuts by Jim Acher at **Ocean Independence**, asking €995,000.



Sunday Money

*Sunday Money*, a 30.5m Hatteras motor yacht, spent only a few months on the market before being sold asking \$4.3 million, with Chany Sabates at **International Yacht Collection** acting for the seller and **Marine Max** representing the buyer.



Stella Fiera

Built by Benetti in 1998 as one of the yard's Classic 115 series and asking €3.3 million, *Stella Fiera* was listed for sale by **Edmiston** and sold by Turkey's **Teknik Makina**

For the latest updates go to [www.boatinternational.com/stats](http://www.boatinternational.com/stats)



## MARGHERITA CASTAGNOLA 33mt

Built in 2009 by Cantieri Navali Tigullio with steel hull and aluminium superstructure, brand new displacement motor yacht (only 130 engine hours), underway and zero-speed stabilizers, R.I.N.A. Charter Class are only some of the key features which make MARGHERITA one of the best value-for-money yachts on the market.

2009 - Cantieri Navali Tigullio - 108'/33mt - Accommodation for 10 in 5 cabins plus crew - 2 X MAN 1100 Hp / Asking price € 5,800,000

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## DAKOTA (ex MONEIKOS) CODECASA 49.90mt

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# PRICE UPDATES



## APRIL IN NUMBERS

# 67

Total number of yachts

# €53.1

million

Total reduction

# 14

per cent

Average percentage reduction

# \$5.5

million

Largest single reduction [Laurel]

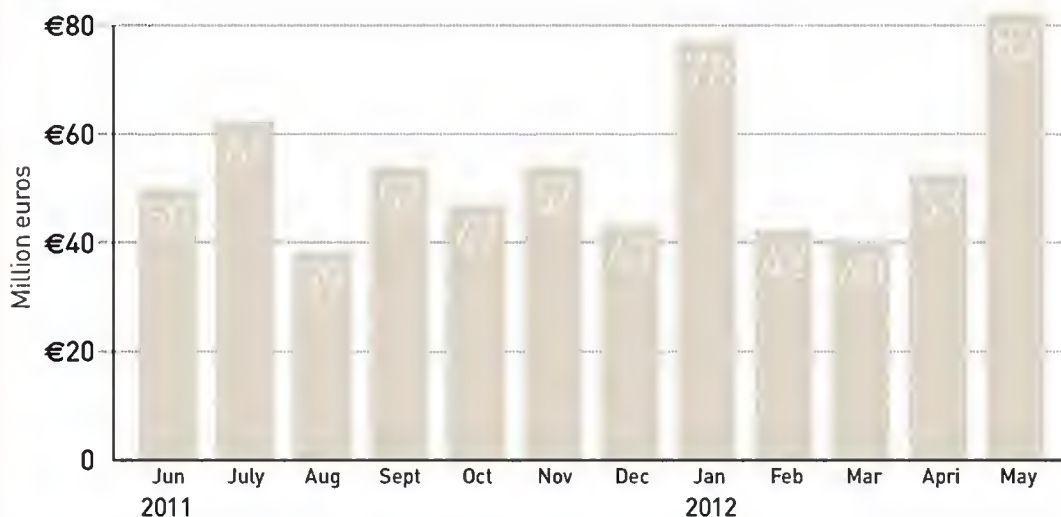
## LISTINGS HIGHLIGHTS

For the complete listings go to [www.boatinternational.com/stats](http://www.boatinternational.com/stats)

NAME	LOA (M)	REDUCTION	NEW PRICE	YARD	TYPE	BROKER
<b>71m+</b>						
Laurel	73.15	\$5.5m	\$79.5m	Delta Marine	M	Fraser Yachts
<b>51-70m</b>						
Enterprise	50	€2.5m	€30m	Perini Navi	S	Camper & Nicholson's
JoyMe	50	€4m	€23m	Zepler	M	Neff Yacht Sales
<b>40-50m</b>						
Blind Date	49.07	\$1m	\$24.9m	Trinity	M	Merle Wood
El Chris	48.85	€1.2m	€1.1m	Lurssen	M	Ocean Independence
Australis	48	\$5m	\$19.95m	Oceanfast	M	Burgess
Ellix Too	47.5	\$2.25	\$14.95	ISA	M	Edmiston
Big D	45.03	\$1m	\$6.9m	Hitachi Zosen	M	Burgess
Big City	42.7	\$1m	\$16.9m	Trinity	M	Denison & Daves
AMZ	42	€1m	€3.4m	Marinteknik	M	Ocean Independence
Blind Date	40.94	\$2m	\$7.5m	Lurssen	M	Burgess

## INSIGHT

Total value of price updates (last 12 months)



## Spotlight Price updates



Laurel

**REDUCED BY \$5.5m**  
**NOW \$79.5m**

The largest price reduction was one of \$5.5 million on Delta Marine's 73.15m motor yacht *Laurel*. For sale at **Fraser Yachts**, she is now down from \$85 million to \$79.5 million.



El Chris

**REDUCED BY €1.2m**  
**NOW €1.1m**

The wooden-built 48.85m Lurssen motor yacht *El Chris* had yet another price reduction and is now asking just €1.1 million at **Ocean Independence**.



Australis

**REDUCED BY \$5m**  
**NOW \$19.95m**

Oceanfast's 48m motor yacht *Australis* had a major \$5 million price cut at **Burgess**, now down to \$19.95 million and the third price drop on this superyacht.



JoyMe

**REDUCED BY €4m**  
**NOW €23m**

The central agency for sale on the colourful 50m motor yacht *JoyMe*, built by Zepler in 2011, switched to **Neff Yacht Sales** and had an almost immediate price cut of €4 million down to €23 million.



Enterprise

**REDUCED BY €2.5m**  
**NOW €30m**

The only sailing yacht to feature in the price updates last month was Perini Navi's 50m *Enterprise*, now down by €2.5 million to €30 million at **Camper & Nicholson's International**.

For the latest updates go to [www.boatinternational.com/stats](http://www.boatinternational.com/stats)



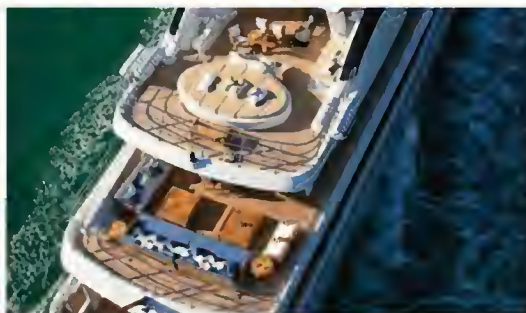
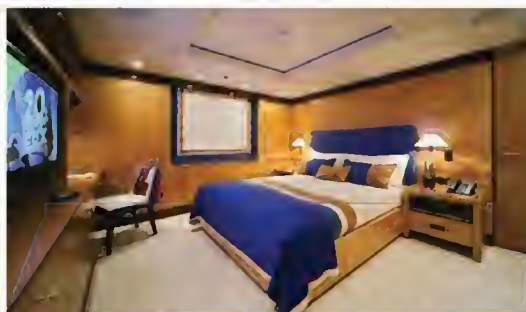
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# MARKETPLACE



## FOCUS ON CHRISTENSEN YACHTS

For the complete listings go to [www.boatinternational.com/yacht-sales](http://www.boatinternational.com/yacht-sales)

Christensen produces strong, space-efficient, composite superyachts that have given it an enviable reputation and many repeat clients

The Christensen Yachts story began in 1991 when the hull of a 27.4m composite yacht was built at Westport, where David Christensen, founder of Christensen, was a partner. When the relationship ended this hull was one of several hulls he received as part of the deal, and these were finished off as Christensen yachts. Christensen is best known for low maintenance composite construction, with a resin-infused process giving the yachts 90,000 pounds tensile strength per square foot, compared with steel, which is 30,000 pounds per square foot. The yard's yachts also feature 20 per cent more interior space without the frame necessary in metal yachts. Over the years Christensen has become one of the most reputable builders in the US, with a strong list of repeat clients and a bright future.



**\$36.9 million**

### Remember When

49.38M | 2010

*Remember When* has a luxurious interior designed by Carol Williamson and Associates and Christensen's in-house team, featuring woodwork with a high-gloss black walnut style. The yacht has six spacious cabins, including a main deck owner's cabin, VIP cabin and four guest cabins catering for 12. Broker: **HYM Yacht Sales**



**\$35.5 million**

### Scott Free

47.85M | 2007

The spacious interior of this yacht features a formal dining room, a gourmet galley and six comfortable and elegant cabins, accommodating up to 12. Designed with entertaining and relaxation in mind, the enormous sundeck offers a spacious bar, an oversized spa tub and comfortable lounging areas. Broker: **Merle Wood & Associates**



**\$11.9 million**

### Atlantica

41.15M | 2000

*Atlantica's* original owner incorporated many custom features, including one of the first split-level on-deck master suites with both a sitting room and king-sized cabin, divided by an automatic sliding bulkhead for privacy. The main deck includes a saloon, formal dining area and large gourmet galley with a sofa for owners or crew. Broker: **RJC Yachts**



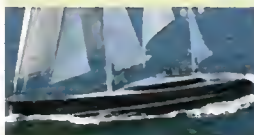
**€3.75 million**

### Criss C

34.01M | 1993

*Criss C's* owner bought her in December 2009 and invested in a cosmetic refit of the interior, including new fabrics, fixtures, loose furniture and artwork. She accommodates up to 11 guests in five cabins. The master is forward on the main deck, and there are four guest cabins on the lower deck. Broker: **Fraser Yachts**

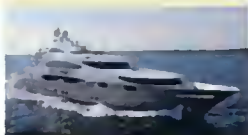
## Spotlight Seriously for sale



**Mondango**

**€27.9 million**

*Mondango* is built for blue water cruising and is the fifth yacht over 50m built by Alloy Yachts. She displays clean lines, with a near plumb bow, subtle sheer and low profile coachroof. The broker is **Dubois Yachts**



**Destination Fox Harbor Too**

**\$23 million**

This all-aluminum yacht includes a spacious aft deck, two large saloons, and sundeck flybridge with sunbeds, spa pool, bar and dining areas. She has five luxurious cabins for up to 12 guests. She is listed for sale by **Northrop & Johnson**



**Zoom Zoom Zoom**

**\$21.9 million**

Built by Trinity yachts in 2005, *Zoom Zoom Zoom* is capable of a maximum speed of 25 knots, and can accommodate a party of 10 in five spacious planned cabins. The broker is **International Yacht Collection**



**Galaxia**

**\$22 million**

*Galaxia's* warm, elegant interior, well-appointed forward cockpit, on-deck spa pool and wide range of water sports equipment make her stand out. Her 10 guest/10 crew ratio ensures the perfect charter experience. The broker is **Yachting Partners International**



**Aslec 3**

**€3,245,000**

With three price reductions in eight months totalling €1,750,000, *Aslec 3* is very seriously for sale. She accommodates 12 guests in a main deck master suite with two double and two twin cabins below. Her broker is **Ocean Independence**

For the latest updates go to [www.boatinternational.com/yacht-sales](http://www.boatinternational.com/yacht-sales)



# YACHT MANAGEMENT NEW CONSTRUCTION SALE & PURCHASE

CHARTER

## ARKLEY 430 000 EUR

LENGTH 60m  
SHIPYARD Lürssen  
YEAR 2009  
SPEED 16 knots  
CABINS 6  
GUESTS 12  
CREW 15

Central agent

WorldMags



## BEL ABRI 275 000 EUR

LENGTH 52m  
SHIPYARD Amels  
YEAR 2010  
SPEED 15 knots  
CABINS 5  
GUESTS 11  
CREW 13

Central agent



## RÊVE D'OR 180 000 EUR

LENGTH 46m  
SHIPYARD San Lorenzo  
YEAR 2011  
SPEED 17 knots  
CABINS 6  
GUESTS 12  
CREW 9

Central agent



## MANIFIQ 145 000 EUR

LENGTH 41m  
SHIPYARD Mondo Morine  
YEAR 2010  
SPEED 17 knots  
CABINS 5  
GUESTS 11  
CREW 7

Central agent



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New Sales Listing



**VANQUISH**, Palmer Johnson 120, 2006  
Asking: USD 12,000,000. Charter from: USD 101,500 per week  
8 guests | Australia

New Listing



**GAGAGRIS**, Mangusta 108, 2002/8  
Asking: EUR 4,500,000  
9 guests | Sardinia

New Listing



**VELOCE**, Leopard 31, 2007  
Asking: USD 6,500,000  
9 Guests | Florida, USA

New Listing



**SAKATA**, Filippetti Navetta 26, 2011  
Asking: EUR 5,650,000  
8 Guests | Sardinia

New Listing



**COY KOI**, Kuipers Doggersbank Offshore 84, 2000  
Asking: USD 4,400,000  
6 Guests | Gibraltar

New Listing



**VIKY**, Riva Venere 75, 2006  
Asking: EUR 1,950,000  
6 guests | Italy

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**TANKOA HULL 0102** 70m/229'7", Tankoa Yachts, 2013, Asking price: €52,000,000  
CHARLES EHRARDT ☎ +33 (0)4 92 912 915 ✉ cehardt@camperandnicholsons.com



**ICON** 62.5m/203'4", Icon Yachts, 2010, Asking price: €49,500,000  
JEAN-MARIE RECAMIER ☎ +33 (0)4 92 912 912 ✉ jmrecamier@camperandnicholsons.com



**BARAKA** 58m/190'3", Proteksan Turquoise, 2010, Asking price: US\$ 48,000,000  
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**IMAGINATION** 47m/154'2, Benetti, 2010, Asking price: €22,000,000 VAT paid  
JEREMY COMFORT ☎ +33 (0)4 92 912 912 ✉ jcomfort@camperandnicholsons.com



**NEW CENTRAL AGENCY**  
**ALBATROS** 46m/151', CRN, 2004, Asking price: €12,950,000  
JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@camperandnicholsons.com  
JEREMY COMFORT ☎ +33 (0)4 92 912 912 ✉ jcomfort@camperandnicholsons.com



**NEW CENTRAL AGENCY**  
**WHY WORRY** 39.6m/129'1, Malora, 2008, Asking price: €9,000,000  
ARNE PLOCH ☎ +34 971 40 33 11 ✉ aploch@camperandnicholsons.com



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**ARIELA** 39.6m/129'1, CRN, 2004, Asking price: €8,900,000  
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**OSPREY** 34.8m/114', Hugh McLean & Sons, 1953/2010, Asking price: €1,900,000  
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com



**CD ONE** 33.5m/110', W.A Souter & Sons, 1985/2008, Asking price: €1,750,000  
JONATHAN SYRETT ☎ +34 971 40 33 11 ✉ jsyrett@camperandnicholsons.com



**MACA** 28.3m/92'1, Benotti Sail Division, 2008, Asking price: €3,480,000  
STEEN CHRISTENSEN ☎ +34 971 40 33 11 ✉ schristensen@camperandnicholsons.com  
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ mpayne@camperandnicholsons.com



**AGUILA** 27.6m/90'6, Sanlorenzo, 2008/2009, Asking price: €4,500,000  
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**MM** 28m/90', Pershing, 2008, Asking price: €4,400,000  
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**LA DOLCE VITA** 26m/85'3", Moonen, 1999, Asking price: €1,795,000  
MICHAEL PAYNE ☎ +377 97 97 77 00 ✉ [mpayne@camperandnicholsons.com](mailto:mpayne@camperandnicholsons.com)  
ARNE FLOCH ☎ +34 971 40 38 11 ✉ [aploch@camperandnicholsons.com](mailto:aploch@camperandnicholsons.com)



**NEW CENTRAL AGENCY**  
**SEA VIEW** 25.3m/83', Ferretti, 2005, Asking price: €3,700,000  
CHARLES EHRARDT ☎ +33 (0)4 92 912 915 ✉ [cehrardt@camperandnicholsons.com](mailto:cehrardt@camperandnicholsons.com)



**LOW PROFILE** 24.9m/78', Sunseeker, 2007, Asking price: £1,500,000  
DAVID SEAL ☎ +377 97 97 77 00 ✉ [dseal@camperandnicholsons.com](mailto:dseal@camperandnicholsons.com)



**NEW CENTRAL AGENCY**  
**EL PARADISO** 24.65m/81'6", Ferretti, 2100, Asking price: €1,250,000  
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**NEW CENTRAL AGENCY**  
**PATAGON** 23.8m/78'6", Marlow Marine, 2004/2011, Asking price: US\$ 2,600,000  
FERNANDO NICHOLSON ☎ +1 305 604 9191 ✉ [fnicholson@camperandnicholsons.com](mailto:fnicholson@camperandnicholsons.com)





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**CELENE** 56m/184', Perini NloM, 2007, Asking price: €25,000,000 - Available for Charter  
ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ aleesbuckley@camperandnicholsons.com

**WELLENREITER** 46.1m/151'2", Jongert, 2003, Asking price: €12,500,000  
ALEX LEES-BUCKLEY ☎ +377 97 97 77 00 ✉ aleesbuckley@camperandnicholsons.com

**WILLIAM TAI** 30.6m/100', Royal Huisman, 1997, Asking price: €9,990,000  
JONATHAN SYRETTE ☎ +34 971 40 13 11 ✉ jsyrette@camperandnicholsons.com

**MARFLOW** 37.1m/121', Dufour Yacht Builders, 2004, Asking price: €6,750,000  
CHARLES EHRLHARDT ☎ +33 (0)4 92 912 915 ✉ cehrhardt@camperandnicholsons.com

**PRICE REDUCTION**





## Proteksan Turquoise 75m New Build

This striking new Andrew Winch designed 75m motor yacht is already under construction and due for delivery in 2014. An exceptional opportunity to step into and customise this very impressive project.

**LOA** 75m (246.1ft)

**BUILT** Proteksan Turquoise Yachts for delivery 2014

**DESIGN** Proteksan/Andrew Winch

**GUESTS** up to 16

**EUR 57,500,000**

Joint Central Agents for Sale

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# Rasselas

One of the most highly regarded Foodships ever delivered. This immaculate RASSELAS has been operated and maintained in pristine condition with no expense spared.

**LOA** 62m (203.5ft)

**BUILT** Foodship, De Vries, The Netherlands in 2005

**DESIGN** De Voogt Naval Architects/Pannagan Designs

**GUESTS** 12

**EUR 55,000,000 (VAT Paid)**

Central Agents for Sale



# Noble House

This large volume, 53.9m motor yacht provides the ideal platform for worldwide cruising and is keenly offered for sale.

**LOA** 53.9m (176.8ft)

**BUILT** Sensation Yachts, New Zealand in 2005

**DESIGN** Sensation Yachts/

Jon Overing/Francois Zuretti

**GUESTS** 12

**USD 25,000,000**

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and Central Agents for Charter



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# Sea Dream

Well maintained throughout, with impressive interior volume and generous deck space, SEA DREAM is a modern and elegant yacht with a strong charter record.

**LOA** 43m (141.1ft)

**BUILT** Star Moschini, Italy in 1991 (refitted 2006/07)

**DESIGN** Star Moschini

**GUESTS** 10

**USD 12,950,000**

Central Agents for Sale and Charter



# Alcanara

Designed by Dubois Naval Architects and built for an Olympic yachtsman, by America's and Admiral's Cup winning builder Steve Ward in 2009, ALCANARA is at the top of her class in construction, fit out and performance.

**LOA** 29.1m (95.5ft)

**BUILT** S.E. Ward & Co, Australia in 2009

**DESIGN** Dubois Naval Architects/Rhoades Young

**GUESTS** up to 8

**EUR 6,800,000**

Joint Central Agents for Sale



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# Cakewalk

An awe-inspiring presence on the water, the magnificent CAKEWALK commands admiration with Tim Heywood design, exceptional volume and exquisite classic styling.

**LOA** 85.6m (280.9ft)  
**BUILT** Derecktor Shipyards, USA in 2010  
**DESIGN** Tim Heywood Designs/Azure Naval Architects/Elizabeth Dalton  
**GUESTS** 14

**Price on application**  
 Joint Central Agents for Sale



# Sunrise

The new addition of zero speed stabilisers make SUNRISE the complete package and one of the best sales opportunities in her size range in today's market.

**LOA** 52.8m (173.2ft)  
**BUILT** Oceanco, The Netherlands in 2000  
**DESIGN** Richard Hein/The "A" Group  
**GUESTS** 12

**USD 29,500,000**  
 Central Agents for Sale

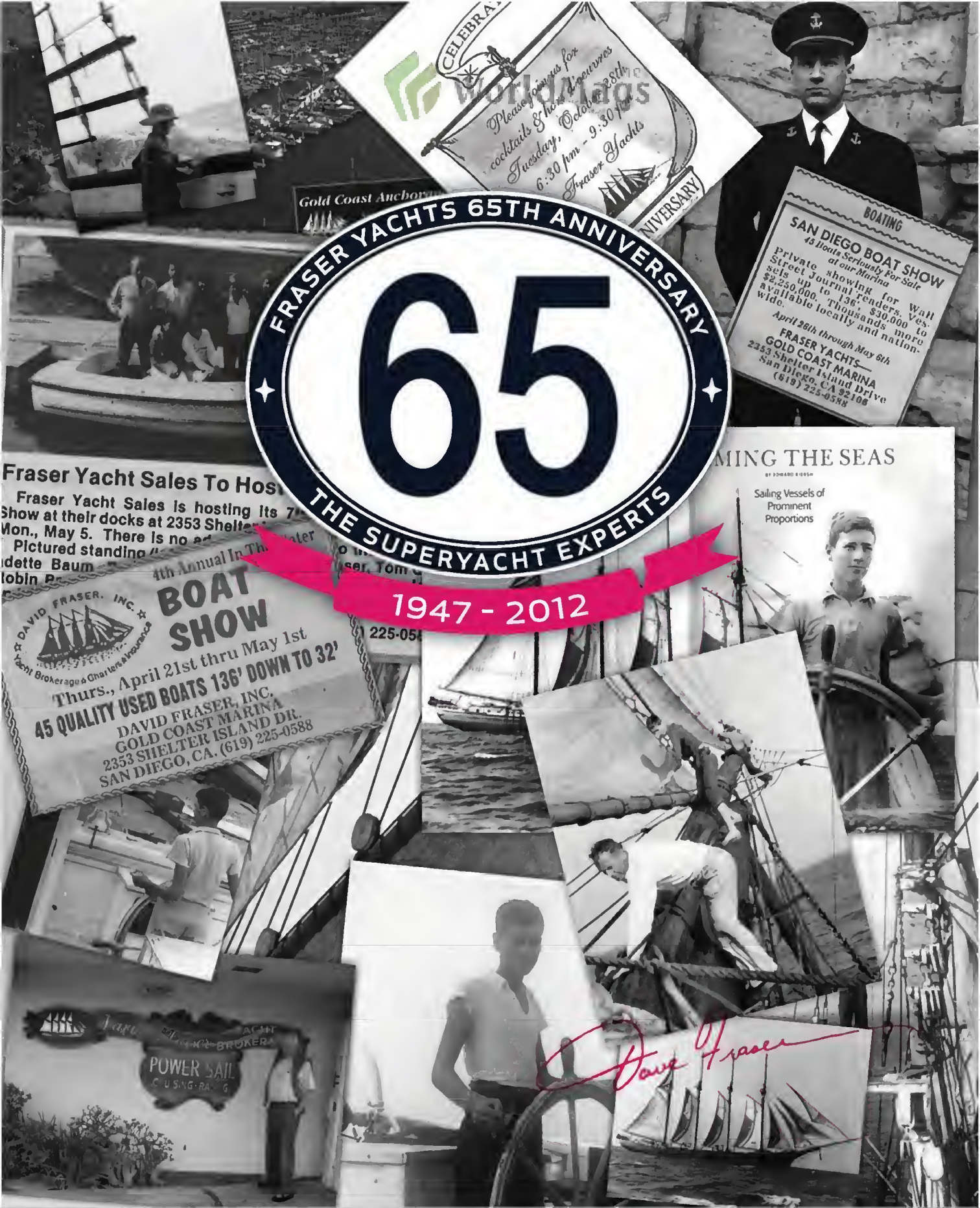


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Fraser Yacht Sales is hosting its 7th  
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the boat are: Debbie Baum, and  
Robin P.

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## **COSMOS | 75m (246') | Proteksan | 2015 | POA**

Designed by Claydon-Reeves, the magnificent Cosmos exudes power and strength at sea. Able to support flight, surface, and dive operations on any ocean. High volume interior with panoramic views and extremely spacious

owner's deck. Helo Hanger, 6/SR 12 Guests, 22 Crew, 6000nm range. Take command of COSMOS today! **Central agent.**

Jeff Partin | Ft. Lauderdale + 1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)



## **CR-40 | 40m (131') | Hakvoort | 2014 | 19,750,000 EUR**

Very handsome and well considered full displacement design from Claydon Reeves. 5 SR, with on deck master, tender garage, 3000nm range, Lloyd's/MCA. Jeff Partin | Ft. Lauderdale + 1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)



## **BLUE ICE | 45m (150') | Palmer Johnson | 2009 | 24,900,000 USD**

Style, performance, and luxury abound in BLUE ICE. 5 SR, 10-12 guests, zeros speeds, interior by Nuvolari-Lenard, 22kt cruise. Lloyd's/MCA classed. Lying Old Port, Cannes. Jeff Partin | Ft. Lauderdale + 1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)

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FRASER YACHTS



# WorldMags BEYOND

- Best Inace ever built
- 5,000 nm range
- 300 HP racing RIB by Airship
- Approximately \$1 million of extras
- Ready to cruise 2012
- Replacement cost US\$12 million



## BEYOND

30m (100') | Inace | 2009 | 4,950,000 EUR

Professionally project managed by UK team including Nigel Newnham with Michael Kirstein interior. 5/6 cabins and office, 4 voluminous decks, massive outside "terrace". 2 x C18 caterpillars, 5,000 nm range, Zero speed stabilizers, 2.5 year survey completed. Steel / Alu. Rina / MCA. [www.yachtbeyond.com](http://www.yachtbeyond.com)

Antoine Lericq | Monaco +33 678 63 61 72 | [antoine.lericq@fraseryachts.com](mailto:antoine.lericq@fraseryachts.com)  
Julian Calder | London +44 791 865 0089 | [julian.calder@fraseryachts.com](mailto:julian.calder@fraseryachts.com)



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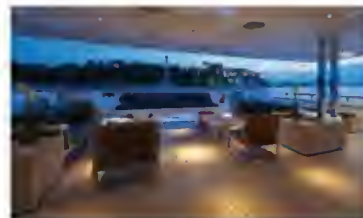


## SOUTH

53m (175') | Rossinavi | 2008 | POA

Excellent custom built motor yacht from the famous Rossinavi Shipyard built to a high specification plus RINA Charter Yacht Rules. Interior design by Off. Italiana Design. Six guest cabins including two on the main deck. Huge deck spaces and reception areas. Gym, Jacuzzi and Meeting / Video Room. Lift to all floors. Zero Speed stabilisers. Caterpillar machinery. Cruising speed of 16 knots. Original owner. Inspection recommended.

Richard Earp | Monaco + 377 6 07 93 03 37 | [richard.earp@fraser-yachts.com](mailto:richard.earp@fraser-yachts.com)



# FRASER YACHTS





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## SATORI

50m (163') | Heesen | 2011 | 44,000,000 USD

Winner of 5 yachting awards! Built to the highest standards by Heesen Shipyard. The quality of the finish and immaculate styling, place SATORI firmly in the restricted club of timeless, legendary yachts. SATORI provides the feeling of ENLIGHTENMENT on the water at any time of day or night, and is a pleasure to the senses. At 24 knots, she is one of the fastest 50m vessels available with proven transatlantic range. Conceived and built with refinement for the yachting elite. Antoine Larricq | Monaco + 33 678 836 172 | antoine.larricq@fraseryachts.com



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## SLOJO

47m (156') | Delta Marine | 2008

An extraordinary long range yacht that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom Stringer Design Partners and is built to perfection in all respects. This is a rare opportunity to acquire an ultra high quality yacht with magnificent spaces, beautiful lines and great specifications at a great price! Slojo is immaculately kept, ready to go and immediately available.

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FRASER YACHTS





**ALFA SEA | 41m (135') | Palmer Johnson | 2009/2010 | POA**

Best PJ135 available. Only PJ135 with immediate delivery in the Med. Remi Tessier interior. Highly customized and improved PJ135. Refit includes new paint, interior design by Remi Tessier executed by LIST, upgraded A/V systems, upgrades to both garages and

alteration to her layout. This magnificent yacht must be seen to be fully appreciated.

Vassilis Fotilas | Monaco + 33 6 78 63 12 48 | [vassilis.fotilas@fraseryachts.com](mailto:vassilis.fotilas@fraseryachts.com)

Richard Earp | Monaco + 377 6 07 93 03 37 | [richard.earp@fraseryachts.com](mailto:richard.earp@fraseryachts.com)



**PHAEDRA I | 25m (78') | Benetti Sail Division | 2002 | POA**

Beautifully presented original owner custom built steel hull displacement motor yacht. Large owners suite aft plus two twin bedded cabins forward (each with Pullman). Guest or Captain's cabin. Separate dining saloon forward. Proper crew's quarters with

crew mess with access from inside the yacht. Transatlantic range. Well-equipped and ready to go. VAT paid. Inspection recommended.

Richard Earp | Monaco + 377 6 07 93 03 37 | [richard.earp@fraseryachts.com](mailto:richard.earp@fraseryachts.com)

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**EVIL ZANA | 39m (130') | Sunseeker | 2009 | 11,900,000 EUR**

Predator 130 delivered in 2010, with superb customized clear Oak paneling, double balconies in saloon and balcony in the Owner's stateroom. EVIL ZANA benefits from state of the art optional equipment including B&O entertainment,

stabilization at anchor, custom sound insulation, 3rd night generator... She is realistically priced to be sold.

Antoino Larricq | Monaco + 33 678 63 61 72 | antoino.larricq@fraseryachts.com



**LIVIA | 30m (98') | Moonen | 2009 | 8,250,000 EUR**

Immaculately maintained, with low hours and only private use, she is in as good as new condition. Livia exhibits traditional Moonen excellence with a simple but luxurious modern interior.

Julian Calder | London + 44 207 016 4480 | julian.calder@fraseryachts.com



**FRASER YACHTS**





**MEDUSE | 60m (199') | Leadship | 1996/2011**

One of the best known Leadships, complete with helicopter landing facility, six staterooms including two on deck, cinema, gymnasium, elevator, decompression

chamber and large tenders. 15 year Lloyds surveys just completed. MCA and LY2 compliant.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | [stuart.larsen@fraseryachts.com](mailto:stuart.larsen@fraseryachts.com)

**FOR SALE & CHARTER**



**DEEP BLUE II | 43m (143') | Oceanco | 1996/2008 | 15,900,000 USD**

Quality construction with a detailed and thoughtful design. Interior design by Paolo Rossi. Showboats International award for the best semi displacement yacht over 40m. Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | [jose.aranajr@fraseryachts.com](mailto:jose.aranajr@fraseryachts.com)

**FOR SALE & CHARTER**



**AURORA DIGNITATIS | 27m (88') | Ferretti | 2008 | 5,000,000 USD**

Raised Pilot House Version. Commercially Charter Registered. Flybridge with Jacuzzi/Gym area. Has all the toys and amenities. Worldwide Power Converter. Jose Arana, Jr. | Ft. Lauderdale +1 954 463 0600 | [jose.erenajr@fraseryachts.com](mailto:jose.erenajr@fraseryachts.com)

**FOR SALE & CHARTER**



**PRINTEMPS | 34m (112') | Heesen | 1987/2009 | 1,950,000 EUR**

Sleek and classic Heesen/Dutch quality yacht with an interior by Howard and Horsefield, ideal family yacht to cruise the French Riviera. Successful charter yacht. Antoine Larricq | Monaco +377 93 100 450 | [antoine.larricq@fraseryachts.com](mailto:antoine.larricq@fraseryachts.com)



**FAR NIENTE | 28m (86') | Moonen | 2006 | 3,900,000 EUR**

Superbly maintained Moonen 86 with 4 staterooms plus crew. Large volume, Full displacement and 2800nm range. Inspection highly recommended. Jeff Pertin | Ft. Lauderdale + 1 954 463 0600 | [jeff.partin@fraseryachts.com](mailto:jeff.partin@fraseryachts.com)

Sales | Charter | Management | Construction | Crew

Monaco	+ 377 93 100 450
Ft. Lauderdale	+ 1 954 463 0600
San Diego	+ 1 619 225 0588
London	+ 44 207 016 4480
Viareggio	+ 39 0584 385090
Palma	+ 34 971 700445
Seattle	+ 1 206 382 9494
Mexico City	+ 52 55 5004 0408
Casa De Campo	+ 1 809 523 2208
Cyprus	+ 357 25 828911

The Superyacht Experts

[fraseryachts.com](http://fraseryachts.com)





**AMINAH | 35m (115') | Benetti | 2000/2010 | 7,200,000 EUR**  
The extremely successful BC115 with a classic interior, major refit 2010, easy to inspect Western Med, ABS Class.  
Vassilis Fotilas | Monaco +377 93 100 450 | vassilis.fotilas@fraseryachts.com



**SOUTHERN CROSS III | 55m (181') | Nishii | 1986/2008 | 8,950,000 EUR**  
One of the most recognizable superyachts of the 80's, Jon Bannenberg Design. Outstanding spaces with exceptional layout and huge observation lounge.  
Richard Earp | Monaco +377 93 100 450 | richard.earp@fraseryachts.com



**CRESCENT 144 | 44m (144') | Crescent Custom Yachts | 2012 | POA**  
A unique opportunity to acquire a high quality and innovative build that is approximately 70% complete at a substantial discount to replacement value.  
Neal Esterly | San Diego +1 619 225 0588 | neal.esterly@fraseryachts.com



**IL ODYSSEY | 32m (107') | Benetti | 1967/2005 | 1,950,000 EUR**  
This lovely classic motor yacht is a rare find. 4 stateroom layout, extensive day areas and vast array of water toys make IL ODYSSEY excellent value for private cruising or charter. BV class.  
Jan Jaap Minnema | Monaco +377 93 100 450 | janjaap.minnema@fraseryachts.com



**AZIMUT 85 | 26m (85') | Azimut | 2002/2012 | POA**  
Never slept in! New bedding, mattresses, flooring, wall coverings, appliances, glassware, electronics, main engines, and gen sets, with warranties; at 1/2 the replacement cost.  
Patrick McConnell | San Diego +1 619 225 0588 | patrick.mcconnell@fraseryachts.com



**DOUBLE SHOT | 36m (119') | Tecnomar | 2011 | 8,200,000 EUR**  
Amazing contemporary art deco interior featuring five guest cabins. Top speed of 31 knots. Amazing outdoor spaces on both fore and aft deck make her the ultimate sport cruiser.  
Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



**MYSTERY | 34m (112') | Nautor Swan | 2000/2008 | 6,400,000 EUR**  
Frers design. Number 02 in series of 05 Swan 112's. Dick Young (4) dbl SR interior all ensuite. Complete mechanical, Rig, Cosmetic, Sails refit in 2007/8 in NZ. MCA Compliant.  
Georges Bourgoignie | Ft. Lauderdale +1 954 463 0600 | georges.bourgoignie@fraseryachts.com



**FRASER YACHTS**





**TURQUOISE | 55m (181') | Proteksan | 2011**

Stunning new yacht built last year by the highly respected Proteksan-Turquoise shipyard. Six staterooms with owner's and VIP on deck. Long range, very quiet and beautifully finished. Excellent deck spaces with large Jacuzzi and bright

refreshingly modern interior. Large tenders housed in forward garages, zero speed stabilizers, Lloyds class, MCA and LY2. Asking \$35.5m, lying Monaco.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | [stuart.larsen@fraseryachts.com](mailto:stuart.larsen@fraseryachts.com)



**CAMELEON B | 42m (138') | Proteksan | 2002 | 8,900,000 EUR**

Six guest cabins including Owner's stateroom on deck. 20 knots cruise, long range. Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | [stuart.larsen@fraseryachts.com](mailto:stuart.larsen@fraseryachts.com)  
Vassilis Fotilas | Monaco + 377 93 100 450 | [vassilis.fotilas@fraseryachts.com](mailto:vassilis.fotilas@fraseryachts.com)



**ANTINEA | 43m (143') | Sterling | 1985/2010 | 5,900,000 EUR**

Six serious staterooms, fiberglass yacht with proven world cruising history. Not an imitation! Excellent condition after an extensive refit. MCA commercial, ABS classed. David Legrand | Monaco +377 93 100 450 | [david.legrand@fraseryachts.com](mailto:david.legrand@fraseryachts.com)



**PRINCESS SARAH | 43m (142') | Richmond Yachts | 2007 | POA**

Designed with elegance and comfort, Princess Sarah is in pristine condition. Features 6 Staterooms with on deck master and a very gracious salon. Scott French | Fort Lauderdale + 1 954 463 0600 | [scott.french@fraseryachts.com](mailto:scott.french@fraseryachts.com)



**LIVIA | 30m (98') | Moonen | 2009 | 8,250,000 EUR**

Immaculately maintained, with low hours and only private use, she is as good as new. Julian Calder | London + 44 207 016 4480 | [julian.calder@fraseryachts.com](mailto:julian.calder@fraseryachts.com)  
Nabil El Jammal | London + 44 207 016 4480 | [Nabil.ElJammal@fraseryachts.com](mailto:Nabil.ElJammal@fraseryachts.com)

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Viareggio + 39 0584 385090  
Palma + 34 971 700445  
Seattle + 1 206 382 9494  
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Casa De Campo + 1 809 523 2208  
Cyprus + 357 25 828911

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**ROMINTA | 38m (124') | Baglietto | 1990/1998 | 1,700,000 EUR**  
 ONE OF THE BEST DEALS ON THE MARKET. This 5 cabin, planing aluminium yacht must be seen. Her berth in Antibes is also for sale.  
 Dennis Frederiksen | Monaco +377 93 100 450 | dennis.frederiksen@fraseryachts.com



**INTEC MARINE HYBRID 90 | 28m (91') | Intec Marine | 2014 | 8,250,000 EUR**  
 New generation hybrid yacht using innovative systems and Voith electric propulsion driven by variable speed generators. Silent-running in port, dramatically reduced consumption.  
 James Munn | Monaco +377 93 100 450 | James.munn@fraseryachts.com



**MAREVA | 22m (74') | Riva | 2009 | 2,500,000 EUR**  
 'Roman bronze' hull, she is a first class yacht, 23m of style and luxury modern design.  
 Ciro Petrucci | Viareggio +39 0584 385090 | ciro.petrucci@fraseryachts.com  
 Oscar Romano | Viareggio +39 0584 385090 | oscar.romano@fraseryachts.com



**PAPRIKA | 30m (101') | Azimut | 2007 | POA**  
 Fantastic opportunity. Ready to go. Lots of extras. Owner has a new bigger boat.  
 Giulio Riggio | Palma +34 971 700 445 | giulio.riggio@fraseryachts.com



**LAUREL | 73m (240') | Delta Marine | 2006**  
 Superbly executed by Delta Marine with interior design by Don Starkey. Seven staterooms in owners party. Steel hull and composite superstructure. She is exquisite in her detail, finish and condition. LAUREL is certainly the highest

pedigree yacht of her size on the market. Please call for viewing appointment.  
 Stuart Larsen | Ft. Lauderdale +1 954 463 0600 | stuart.larsen@fraseryachts.com  
 Josh Gulbranson | Ft. Lauderdale +1 954 463 0600 | josh.gulbranson@fraseryachts.com



**FRASER YACHTS**





## EDMISTON - WORLD LEADERS IN YACHTING

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SUPER YACHT SALES | CHARTER | MANAGEMENT | NEW CONSTRUCTION





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RoMa is cool, classic chic with entertainment at her heart. Two huge open plan saloons link with external dining areas to provide expansive entertaining. The guest cabins forward on the main deck are light with floor to ceiling windows, while the private owners stateroom has 180° panoramic views across the foredeck, large en suite bathroom and a private lounge. The vast sundeck features an air-conditioned gymnasium, glass-edged swimming jet pool and large sunbathing area aft. To cool off, take the Inflatable drop slide three decks to the sea below!

To own a piece of paradise, consider RoMa this summer.

RoMa | VSY | 2010 | 62m/203' | 12 guest | now asking €39,900,000

Contact: Cornelius Gerling, [cg@edmlston.com](mailto:cg@edmlston.com), +377 93 30 54 44



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## **EDMISTON - WORLD LEADERS IN YACHTING**

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# UNRIVALLED PEDIGREE

Technically advanced and designed as a world cruiser, ISSANA has an informal layout and contemporary interior with accommodation for up to 10 guests in an owner's stateroom and four further guest cabins. The private sundeck features shaded seating for relaxing or entertaining, with large sunbeds forward and a Jacuzzi aft.

Having just completed her Lloyds 10 year survey, ISSANA is ready for immediate cruising this summer.

ISSANA | Leadship | 2005/2009 | 55.5m/182' | 10 guests | €44,950,000

Contact: Chris Cecil-Wright, ccw@edmiston.com, +377 93 30 54 44



EDMISTON





# THE ULTIMATE ADVENTURE

The 73.6m PEGASO is the only privately-owned, purpose built, expedition and research vessel afloat today. Exploring the Mediterranean this summer, she will head to the Caribbean for the winter then on for spectacular South Pacific expeditions. With luxurious accommodation across four decks, including a private owner's deck, the beach club style interior creates a relaxed atmosphere. With extensive deck space, including a huge sundeck, helipad aft and a spa jacuzzi, PEGASO has everything you will need to relax after a long dive or an expedition in the 5 man submarine.

PEGASO offers the ultimate adventure of a lifetime.

RV PEGASO | Freire | 2012 | 73.60m/241'5" | 12 guests | from €525,000 per week  
Contact Edmiston today to begin your yachting experience

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# MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

for Sale & Charter



296'/90m Corsair 2008 **NERO\***

for Sale & Charter



281'/86m Derecktor 2010 **CAKEWALK**

for Sale



213'/65m Cadecasa 2010 **LADY LAU\***

for Sale & Charter



205'/63m Ican 2010 **ICON\***

**SUPERYACHT DIVISION** MERLE A. WOOD, III | THOM CONBOY | BOB MCKEAGE

**CUSTOM YACHT DIVISION** JOHN COHEN | CROMWELL LITTLEJOHN | BASSAM CHAHINE | KURT BOSSHARDT | DIRK JOHNSON | DMITRY LUKIN

for Sale



200'/61m Feadship 2006 **APRIL FOOL\***

for Sale & Charter



183'/56m Benetti 2005/10 **FOUR ACES\***

for Sale



175'/54m Feadship 2000 **KISSES\***

for Sale & Charter



171'/52m Amels 2010 **BEL ABRI\***

\* Not for sale or charter to US residents while in US waters.

PHONE: 954-525-5111 • FAX: 954-525-5165 • EMAIL: MAIL@MERLEWOOD.COM



# MERLE WOOD & ASSOCIATES

SPECIALISTS IN THE SALE, PURCHASE, CHARTER & CONSTRUCTION OF THE WORLD'S FINEST YACHTS

for Sale



CENTRAL AGENT

171'/52m Feadship 1995 **BATTERED BULL\***

for Sale & Charter



CENTRAL AGENT

170'/52m Amels 2004/12 **MARJORIE MORNINGSTAR\***

for Sale & Charter



CENTRAL AGENT

168'/51m Oceanco 1997/12 **LAZY Z\***

for Sale & Charter



CENTRAL AGENT

161'/49m Trinity 2009 **BLIND DATE\***

for Sale & Charter



CENTRAL AGENT

151'/46m Delta 2009 **KATYA\***

for Sale & Charter



CENTRAL AGENT

130'/40m Westport 2005/08 **MY COLORS\***

for Sale & Charter



CENTRAL AGENT

223'/68m Nobiskrug 2010 **SYCARA V\***

for Sale & Charter



CENTRAL AGENT

220'/67m Shadow Marine 2007 **ALLURE SHADOW**

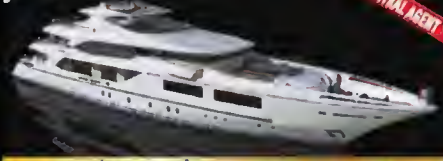
for Sale & Charter



CENTRAL AGENT

203'/62m VSY 2010 **ROMA\***

for Sale



CENTRAL AGENT

177'/54m Mondomarine 2013 **HULL #1\***

for Sale



CENTRAL AGENT

177'/54m Baglietta 2009 **BURKUT\***

for Sale



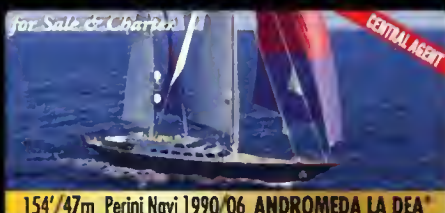
CENTRAL AGENT

174'/53m Oceanfast 2004 **SEA BOWL\***

\* Not for sale or charter to US residents while in US waters.

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110'/34m Polmer Johnson 1996/10 KEEWAYDIN



102'/31m Oceonfast 1989/11 GAZELLE



102'/31m Broward 1984/05 LIQUIDITY



96'/29m Custom Hunt 2003 VAKOMAANO



92'/28m Polmer Johnson 1985/11 PEGASUS II



90'/27m Pershing 2009 MTG\*



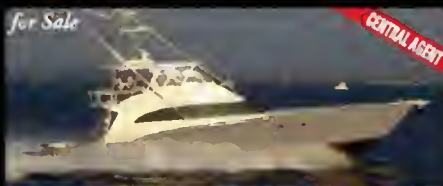
88'/27m Rayburn Custom 2004 LADY VICTORIA



86'/27m Merrifield-Roberts 2002 JESS SEA



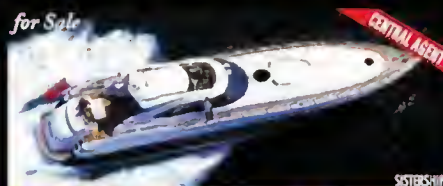
86'/26m Hatteras Sportfish 2002 SPHEREFISH



80'/24m Donzi Sportfish 2010 R-80



80'/24m Hatteras 2004 OCEAN VIEW



80'/24m Sunseeker Predator 1998 AGAPE LOVE\*



80'/24m DeVries Lentsch 1930/02 LELANTA\*



75'/23m Riva 2011/12 NAME DROPPER



75'/23m Sunseeker 2005 CHAIRMAN



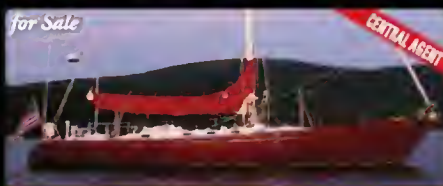
73'/22m Donzi Sportfish 2010 R-73



72'/22m Overmarine 2001/10 GABRIELA G\*



62'/19m Little Harbor 1982/07 EASTERN SKY II



56'/17m Derecktor 1977 FLYING GOOSE



45'/14m Wally Tender C013 2003 WALLY



40'/12m Aprea Mare 2000/11 LOOKIN 4 ANDROMEDA

\* Not for sale or charter to US residents while in US waters.





## TROYANDA



50m FEADSHIP built 2004 and completely refitted throughout in 2010/11 with 5 staterooms (+1 convertible). With two large tenders as well as a full array of up to date water toys, new Audio and Video entertainment systems throughout and the most up to date internet communication equipment on the market today. She remains a charter yacht of the very highest standard, having successfully entertained some of the most experienced yacht charter clients worldwide. Captain John Colvin and his crew of 11 look forward to welcoming you on board.

### HYDE YACHTS

Hyde & Partners Limited, 116 Gloucester Place, London, W1U 6HZ

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**NEW LISTING FOR SALE**



YACHTZOO

**INFINITY 46.00m (150.11 ft)**

**Cobra Yacht | 2011 | Bodrum, Turkey | EUR 8,950,000**



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USA: 1535 SE 17th St., Suite 103, Ft. Lauderdale, FL 33316 - T +1 954 767 1035  
[www.yacht-zoo.com](http://www.yacht-zoo.com) - [info@yacht-zoo.com](mailto:info@yacht-zoo.com)





ALSO FOR CHARTER

**BLUE SCORPION** 53.00m (173.11 ft)  
Baglietto | 2006 | Viareggio | EUR 21,500,000 VAT Paid



ALSO FOR CHARTER

**JANA** 46.30m (151.11 ft)  
Feadship | 1986 | Abu Dhabi | USD 9,950,000



PRICE REDUCTION

**BELLA BRI** 46.00m (151.0 ft)  
Northern Marine | 2008 | Palm Beach FL | USD 19,950,000



ALSO FOR CHARTER

**SOPHIE BLUE** 41.00m (134.6 ft)  
CBI Navi | 1998 | South of France | EUR 6,900,000



**MUSTANG SALLY** 39.60 m (130.0 ft)  
Westport | 2009 / 2010 | Ft Lauderdale FL | USD 17,600,000



**AWESOME** 39.60m (130.0 ft)  
Mangusta | 2005 | Monaco | EUR 12,800,000



ALSO FOR CHARTER

\*Not for sale or charter to U.S. residents while in U.S. waters.

**IMPULSIVE** 38.40m (126.0 ft)  
Norship | 1993 / 2010 | Mediterranean | USD 6,750,000



ALSO FOR CHARTER

**ASPEN ALTERNATIVE** 36.60m (120 ft)  
Sovereign | 2002 | Ft Lauderdale FL | USD 5,500,000

SALES & PURCHASE  
CHARTER  
NEW CONSTRUCTION





**FOREVER MY AGATA** 32.90m (108.0 ft)  
Mangusta | 2002 | Cruising Mediterranean | EUR 7,500,000



**ANTIBES** 32.00m (105.0 ft)  
Ustaoglu | 2010 | Kusadasi, Turkey | EUR 4,450,000



**MELIMAR** 30.50m (100.0 ft)  
Azimut | 1999 | Ft Lauderdale, FL | USD 2,550,000



**NATALITA III** 30.50m (100.0 ft)  
Azimut | 1996 | Ft Lauderdale, FL | USD 1,995,000



**HOPE** 27.40m (90.0 ft)  
Palmer Johnson | 1992 | Delray Beach | USD 3,895,000



**ZAKOUSKA** 26.50m (87.0 ft)  
Warren Yachts | 2006 | New England | USD 3,900,000



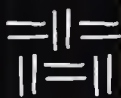
**EL NASSOL** 24.00m (78.9 ft)  
Arno | 2005 | Bahrain | EUR 2,000,000



**MARLOW 78-E** 23.80m (78.0 ft)  
Marlow | 2011 | South Florida | USD 3,950,000

## PRICE REDUCTION





YACHTZOO



ALSO FOR CHARTER

**ARIETE PRIMO** 44.20m (144.8 ft)

Richard Dunston Ltd | 1967/2006 | Genoa | EUR 19,000,000 | Mediterranean | EUR 120,000 / 110,000 per week



ALSO FOR CHARTER

**MASTIFF** 28.68m (94.2 ft)

Appledore | 1967 / 2010 | Genoa | EUR 3,200,000 | Mediterranean | EUR 35,000 per week

MONACO: 9 avenue d'Ostende, MC 98000 Monaco - T +377 9770 5200

USA: 1535 SE 17th St., Suite 103, Ft. Lauderdale, FL 33316 - T +1 954 767 1035

[www.yacht-zoo.com](http://www.yacht-zoo.com) - [info@yacht-zoo.com](mailto:info@yacht-zoo.com)





## EXHIBITING AT MONACO YACHT SHOW 2012

New Adco 30m, delivery in June 2012. Available for sale & charter. Aluminium hull & superstructure. 499 GT. Top Dutch in-house construction & engineering built to perfect quality. Interior built & installed by Austrian List. Modern interior design with a classic but excellent looking exterior. Stocked with the best toy garage on the market including: 1 x Mini Cooper S Convertible, 2 x Ducati Diavel, 2 x Large Tenders, 2 x Seabobs, 2 x Jet-Skis, 2 x Diving equipment & all other extra toys desirable.

**Nassima | Adco yachts**  
50m | 2012 | Holland  
Price from: €29,500,000

Worldwide Central Agent for Sale & Charter  
Jimmy Broddesson | +33 6 69 94 61 04  
jimmy@bluewateryachting.com

## NOW IN THE SOUTH OF FRANCE

Akula is a wonderful example of a well-kept conversion from her working days as a Dutch Pilot vessel. Originally built in Holland to the highest Dutch naval specification, her condition today reflects her high standard of construction and the maintenance and care that has followed throughout her life until now. Akula provides spacious accommodation for 10 guests and features a Heli deck and hangar.

**Akula | Amels**  
59m | 1974 (1999 Conversion) | South of France  
US\$14,750,000 \*not for sale to US residents while in US waters

Worldwide Central Agent  
Simon Ting | +33 6 18 06 03 42  
simon@bluewateryachting.com

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## THE NEW PALUMBO 40M SPORT HYBRID

This 40m superyacht exceeds expectations & meets all requirements. Under construction with the innovative, up & coming shipyard - Palumbo. Delivery in 2013. Aluminium hull and superstructure. Hull #3 is now available. Offers a beach club, large balconies and large tenders. Hybrid system on electric engines at 8 knots providing silent cruising. Trans-Atlantic range at 12 knots with a maximum speed of 22 knot. 5\* quality engineering.

**New Palumbo Sport Hybrid**  
40m | Delivery 2013  
Price On Application

Worldwide Central Agent for Sale  
Jimmy Broddesson | +33 6 69 94 61 04  
jimmy@bluewateryachting.com



## CARBON XTRA LITE 160

CXL is the first sailing trimaran at 48m to be equipped with folding hull beams. The overall width expands to 23m when sailing and retracted 11m when in harbour. Innovative design, luxury comfort and economic performance using state of the art technology. It challenges the forces of nature and the rules of engineering to race across the ocean without using a drop of oil and can cruise the most exclusive harbours powered only renewable energy.

**CXL 160 | Tamsen Maritim**  
48m | Delivery 2014  
Price: €42,000,000

Worldwide Central Agent for Sale  
Peter Bennett | +33 6 09 96 01 02  
peter@bluewateryachting.com

BROKERAGE • CHARTER • CREW • TRAINING • MANAGEMENT

# bluewater

ANTIBES LONDON PALMA FORT LAUDERDALE ZUG MOSCOW





**New Mondomarine 56M Explorer - Delivery 2014**  
Amazing space and design, Trans-Ocean and helicopter.  
Owners full private deck.  
Price from: €29,500,000

Worldwide Central Agent  
Jimmy Brodlesson | +33 6 69 94 61 04  
jimmy@bluewateryachting.com



**New Mondomarine 45M Explorer - Delivery Spring 2014**  
Hull#2 available. Steel hull & Alloy superstructure. Travel the world in comfort and style with a yacht that has it all.  
Price from: €21,500,000

Worldwide Central Agent  
Jimmy Brodlesson | +33 6 69 94 61 04  
jimmy@bluewateryachting.com



**Mondomarine 41M - Under Construction - Delivery 2013**  
Aluminium hull & superstructure is complete. Use your own favourite interior designer & create your personal superyacht.  
Price from: €16,500,000

Worldwide Central Agent  
Jimmy Brodlesson | +33 6 69 94 61 04  
jimmy@bluewateryachting.com



**Mystic - Excellent opportunity for buyer**  
Built by CMB Yachts, delivered in 2010. Unrivalled design, classic lines with a contemporary interior, Bar area, Jacuzzi, Gym & Cinema.  
€14,995,000

Worldwide Central Agent  
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Tuttinai | Pershing  
27m | 2001 | Italy  
€1,295,000 (VAT Paid)

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AY74 | Acico Yachts  
23m | 2011 | France  
€3,700,000

Central Agent

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Sea Breeze | Kaiserwerft  
31m | 2005 | Italy  
€4,500,000

Central Agent

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Les | Mangusta  
33m | 2007 | Italy  
€6,500,000

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Equilibrium | Mangusta  
30m | 1996 | France  
€2,100,000

Central Agent

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Adam | Azimut  
20m | 2008 | France  
€1,250,000

Central Agent

Tom Barnes | +33 6 20 18 17 34 | tom@bluewateryachting.com



Woody | Leopard Cantieri Arno  
27m | 2006 | Italy  
€2,300,000

Central Agent

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Callaloo | Mangusta  
25m | 2003 | France  
€975,000

Central Agent

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Soño | Princess 95  
29m | 2008 | Palma  
€3,600,000

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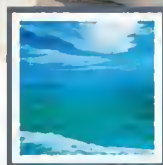
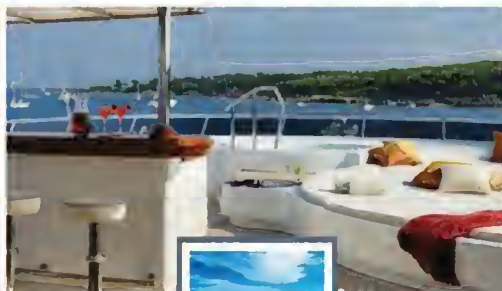
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LARISSA 49 metre 162 feet

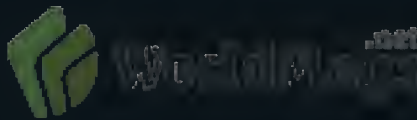
Built by Amels, Holland, this bespoke pedigree yacht has seen little use and is offered for sale for the first time by original owner.

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**FELICITA WEST** 210' (64m) :: Perini Navi :: 2003/2011 :: €25,000,000  
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**DESTINATION FOX HARB'R TOO** 161' (49m) :: Trinity :: 2008 :: \$23,000,000  
Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: [ann.avery@northropandjohnson.com](mailto:ann.avery@northropandjohnson.com)



**MR. TERRIBLE** 154' (46.95m) :: Delta Marine :: 2007 :: \$29,900,000  
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**JL SEAGULL** 145' (44m) :: Benetti :: 2002 :: \$12,495,000  
Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: [wes.sanford@northropandjohnson.com](mailto:wes.sanford@northropandjohnson.com)



**SOVEREIGN** 130' (39.63m) :: Westport :: 2008 :: \$13,450,000  
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**PRIVATE LIVES** 120' (36.59m) :: RMK Shipyards :: 2003 :: \$8,875,000  
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**CARL LINNE** 106' (32.32m) :: Holland Jachtbouw :: 2003/2011 :: \$5,700,000  
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**SIRIUS OF MAN** 100' (30.49m) :: Sunseeker :: 2002 :: \$2,700,000  
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**AZZURA** 96' (29.27m) :: Peterson/Jongert :: 1998 :: €3,250,000  
Ann Avery :: Fort Lauderdale :: +1 954 522 3344 :: ann.avery@northropandjohnson.com



**MY KAMPAL** 91' (23m) :: Mangusta :: 2005 :: \$3,995,000  
Wes Sanford :: Fort Lauderdale :: +1 954 522 3344 :: wes.sanford@northropandjohnson.com

YACHT TRADES CONSIDERED



**BETSYE** 82' (25m) :: Horizon :: 1999 / 2000 :: \$1,950,000  
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**SAVVY** 64' (19m) :: Classen Jachtbouw :: 1995 / 2009 :: \$1,250,000  
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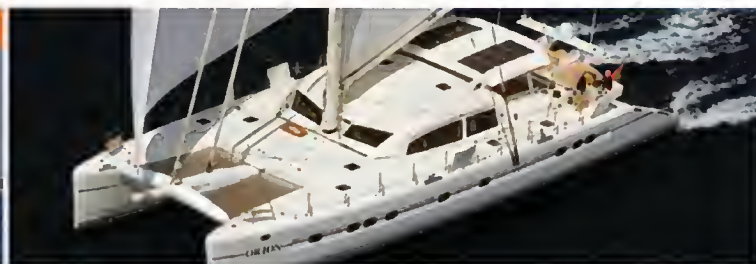


**ONLY NOW** 104' (31.7M) :: CNB France / German Frers :: 2002 / 2010 :: €3,000,000 Incl VAT. Composite ultra-fast and Hi Tech sloop. 3 cabins forward plus crew aft.  
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**2 B 90'** (28m) :: Bandido by Jade Yachts :: 2009 :: €5,250,000 incl VAT. LRMV  
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**ORION 90'** (27.4M) :: Catana Catamaran :: 2008 / 2012 :: \$4,900,000  
Joost Govers :: Palma :: +34 971 707 900 :: [joost.govers@northropandjohnson.com](mailto:joost.govers@northropandjohnson.com)



**AGLAJA 77'** (23.3M) :: HYS Yard :: 2002 / 2010 :: €1,250,000  
Joost Govers :: Palma :: +34 971 707 900 :: [joost.govers@northropandjohnson.com](mailto:joost.govers@northropandjohnson.com)

**RECENT PRICE REDUCTION**



**EARLY PURPLE 65'** (20M) :: Swan 62 :: 2002/2010 :: €990,000 Incl Vat  
Simon J. Turner :: Palma :: +34 971 707 900 :: [simon.j.turner@northropandjohnson.com](mailto:simon.j.turner@northropandjohnson.com)





**102ft "MOONBEAM OF FIFE III"** 1903. The story of the Moonbeams began in 1858 with Moonbeam I & II. In 1902 Charles Plumtree Johnson, an eminent London lawyer, decided to go back to William Fife for the creation of his 3<sup>rd</sup> yacht taking into account his navigation projects as he wanted to race under the new RORC tonnage which included sailing ships with fitted-out interiors. Moonbeam III was launched in 1903, hull n° 491 to leave the Fife yard. The result was a magnificent yacht which has now become one of the most successful classic yachts in the world. Her streamlined shape and large sail surface area both make for an extremely elegant and unique yacht.



### 258ft Steam Ship "SS DELPHINE"

DELPHINE is an exceptional ship built in 1921 and totally rebuilt between 1997 and 2003, thanks to her passionate owners, into a modern super yacht keeping her unique classic character.

DELPHINE has some incredible history having been placed into US naval service during World War II, then used as a training ship for 18 years until 1997 when she was bought by her current owner who spent nearly six years rebuilding her.

She was re-christened in September of 2003. DELPHINE is now one of the most unique and exceptional private yachts in the Mediterranean fleet and worldwide. In 2004 she received the annual showboats award for best refit.

Although she has kept her 2 incredible steam engines, she is now equipped with all the modern technology equipment and boasts a very luxurious and comfortable interior. She can accommodate up to 26 guests.





### Morgan 70 "MATHIGO"

**2007.** Kevlar composite built from a Tom Fexas design, she is a true gentleman's yacht with a special classic touch inspired from the lobster boats in Maine. She is fast and seaworthy, extremely comfortable and luxurious. She is like new having been used only one summer and stored indoors since.



### 60ft "OURSON RAPIDE"

**2009.** Fantastic fast sloop designed by Finot Conq. All composite built by Multiplast with a futuristic design inspired by the 60ft Open boats, she boasts a very nice interior with 3 guest cabins & crew. She is extremely well equipped with some of the features that are usually found on racing machines, for example a carbon pivoting wing mast. Not only is she incredibly fast, she is also suited for shorthanded long distance crossings.



### Swan 60/65 "EARLY PURPLE"

**2002.** Designed by German Frers and built by Nautor Swan. Since 2006 Early Purple has been in the same private ownership, with the same skipper to this day. She has been maintained to meticulously high standards, and looks immaculate. She is totally MCA compliant. Carbon fibre rig with Park Avenue style boom.



### RP 59 KER

**2005.** A very nice Reichel Pugh design built for speed at sea and comfort while cruising. She has been very well built in Italy by Adria Sail and kept in great shape thanks to her full time skipper. Since 2008, KER has been stored ashore during each winter from November to April.





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### 110ft "AVENTURA"

**2006.** Ted Fontaine design built by Danish Yacht & Holland Jachtbouw. This magnificent centre board sloop is a true world cruising yacht where safety and comfort have been a priority. Beauty, flexibility and ease followed suit.

In true Fontaine style, she provides the owner with classic beauty married to modern technology. The centreboard gives access in coastal waters. The push-button rig and fold-down stem ease the interface between wind and water.

The flow of the yacht with three entrance/exits, an on-deck saloon and a raised interior saloon, plus 4 staterooms aft for owner and guests offer the maximum living potential for a yacht that can be handled by only four crew.



### 84ft Fitzroy Yachts "NEPTUNE"

**2004.** Aluminium built from a Judel/Vrolijk design. The spacious accommodation includes a three-guest cabin layout aft, all with private en suite heads.

The two forward crew cabins also have separate heads. The generous main saloon includes a comfortable dining area and lounge. The deckhouse incorporates an additional dining area, chart table and inside steering station.



### 100ft Aluminium Sloop "SUSANNE AF STOCKHOLM"

**1990.** Gilles Vaton designed. Totally reconditioned in 2008 into a modern, comfortable, seaworthy and performing centerboard sailing yacht with a brand new stylish interior. She has a terrific potential for private cruising and / or for charter.



### 90ft Fast Sloop "QUINTA SANTA MARIA"

**2002.** A very nice, fast cruising sloop. She has been specially designed for her current owner who is an experienced yachtsman and who has exclusively used her for family cruising and a few Mediterranean cruising racing events. She has been kept in great condition by the same captain since launched.

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# NORTHERN STAR

248 Ft. (75.6m) Lürssen 2009

\*

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KISMET 223 Ft. (68m) Lürssen 2007

\*

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Project HERMES 210 Ft. (64m) Palmer Johnson 2013

FOR  
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LADY KATHRYN V 200 Ft. (61m) Lürssen 2011

\*

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UNBRIDLED 191 Ft. (58.2m) Trinity 2009

\*

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IROQUOIS 164 Ft. (50m) Feadship

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NEW CENTRAL AGENCY



HARMONY 164 Ft. (50m) Westport 2010

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# BROKERAGE SELECTION



**Velvet 35**

2007 - 3 cabins - 2x2.285 MTU - Lying in Tuscany (Italy)  
Euro 2.200.000,00



**Admiral 31**

2002 - 2 x 2.350 MTU - 4 cabins - perfect condition  
Price reduced Euro 2.500.000,00



**Admiral 28**

1996 - 2 x 2.280 MTU - full optional - Perfect condition  
Very interesting price



**Riva Opera 85**

2004 - 3 cabins - perfect condition



**Rodriquez 38**

2007 - 2 x 1.825 CAT - 5 cabins - Lying in Tuscany (Italy) - Make an offer



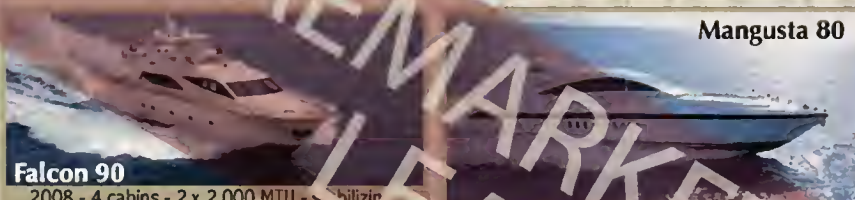
**Mangusta 105**

2007 - 2 x 2.400 MTU - very good condition - Lying in Tuscany (Italy) / 2004 - 2 x 2.285 MTU very good condition - Lying in Tuscany (Italy)



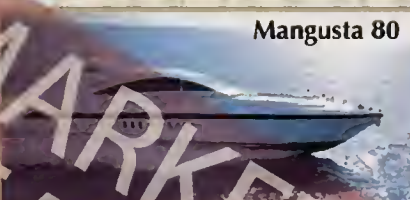
**Falcon 102**

2005 - 2 x 2.000 MTU - 4 cabins - Lying in Tuscany (Italy) - Euro 2.400.000,00 VAT EX



**Falcon 90**

2008 - 4 cabins - 2 x 2.000 MTU - Stabilizing system zero speed - very good condition - Lying in Tuscany (Italy) - Euro 2.000.000,00 VAT EX



**Mangusta 80**

1998 - 3 cabins - 2 x 2.000 MTU - Lying in Tuscany (Italy)



**Velvet 24**

2003 - 3 cabins - 2 x 2.000 MTU - Lying in Tuscany (Italy) - Make an offer



**Kaitos 76**

2003 - 3 cabins - 2 x 2.000 MTU - 54 knots Lying in Tuscany (Italy) - Make an offer



**Astondox 66**

2000 - 2 x 1.300 MAN - lying in Tuscany (Italy) - Make an offer



**Rizzardi 73**

2006 - 2 x 1.360 MAN - Lying in Tuscany (Italy) - Make an offer



**Sarnico 60**

2006 - 2 x 1.100 MTU - very good condition



**Fairline 52**

2006 - 3 cabins - 2 x 775 Volvo Penta Make an offer



**Maestro 31**

2007 - 3 cabins - 2 x 730 MAN - Lying in Tuscany (Italy) - Make an offer

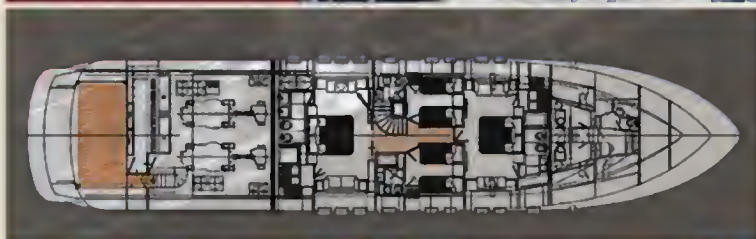


# AKHIR 108' CHARTER SEASON 2012

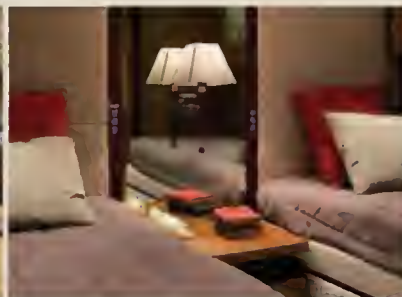
Good discounts for early bookings



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2009 - 4/5 cabins - 4/5 crew - 28 knots  
STABILIZING SYSTEM ZERO SPEED  
Lying in North Tyrrhenian Sea Cruising  
Area: Mediterranean Sea



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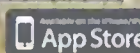
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43.6m (143ft)

Keen seller  
MCA compliant

Extensive refit, new equipment  
Available for viewing in South of France

CONTACT Gregory Gheraia: +33 6 99 93 90 99 gregory.gheraia@ypigroup.com



ASKING: EUR 1,975,000

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ASKING: EUR 2,180,000

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CNB France, 2006  
23.5m (77.1ft)

Used privately only  
VAT paid and MCA compliant  
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CONTACT Bertrand Vogèle: +33 6 07 91 08 27 bertrand.vogele@ypigroup.com



ASKING: EUR 2,200,000

## IFA CANNES

Fipa - Maiora, 2007  
27.3m (89.6ft)

Keen seller  
Stylised eco-friendly bamboo interior  
Considerable Investments made by owner  
Available for viewing in South of France

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**Claude Racine, C.A.**



**New Construction**  
**WESTPORT 130**



**114' Hatteras 1994 "LADY MONROE"**  
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**New Construction**  
**WESTPORT 112**



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**105' Crescent 1984**  
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Mark Pack, C.A.



**98' West Bay 1997**  
Andrew Miles / Bryan Long, C.A.'s



**90' Hargrave 2005**  
Bryan Long, C.A.



**88' Tarrab CPMY 2002**  
Andrew Miles, C.A.



**85' Broward 1982**  
Chris June/Alex Rogers, C.A.'s



**85' Pacific Mariner 2008**  
Claude Racine, C.A.



**84' Northcoast 2001**  
Camm Moore, C.A.



**81' Chaoy Lee 2001**  
Claude Racine / John Varga, C.A.'s



**80' Lazzara 1998**  
Mark Pack, C.A.



**78' West Bay 2002**  
Claude Racine, C.A.



**77' Horizon MY 2008**  
John Varga, C.A.



**75' Hatteras 2001**  
Alex Rogers, C.A.



**75' Sunseeker Manhattan 2006**  
Ralph Raulin, C.A.





**CARPE DIEM** 191' (58M) Trinity 2011. 6 Staterooms  
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**MI SUEÑO** 190' (58M) Trinity 2010. 7 Staterooms  
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**FOUR ACES** 183' (56M) Benetti 2005/2008. 6 Staterooms  
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**STREAMLINE** 161' (49M) Mondo Marine 2009. 6 Staterooms  
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**SORAYA** 153' (47M) Soraya 2012. 5 Staterooms  
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**CARPE DIEM II** 150' (46M) Trinity 2002/2011. 5 Staterooms  
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**MAO** 129' (40M) Mangusta 2009. 4 Staterooms  
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**SCOTT FREE** 120' (37M) Northcoast 2000. 4 Staterooms  
C.A. Mark Elliott 305.794.1167



**DISCOVERY** 100' (30M) Romedal 1962/2000. 3 Staterooms  
C.A. Ron Morgenstein 954.309.9740



**NEW LIFE** 92' (28M) Lazzara 2009. 4 Staterooms  
C.A. John Ciullo 954.494.1075







**LADY LINDA** 187' (57M) Trinity 2012. 6 Staterooms  
C.A. Frank Grzeszczak 954.494.7096 or C.A. John F. Dane 228.223.7144



**ZOOM ZOOM ZOOM** 181' (49M) Trinity 2005. 5 Staterooms  
C.A. Mark Elliott 305.794.1167



**TUSCAN SUN** 147' (45M) Izar 2006. 6 Staterooms  
J.C.A. Frank Grzeszczak 954.494.7096 or J.C.A. Mark Elliott 305.794.1167



**LA DEA** 116' (35M) Azimut 2004. 5 Staterooms  
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**ACADIA** 84' (26M) Lyman Morse 2003/2004. 3 Staterooms  
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MAKIRA - Italyachts - 43m - 2010 - 12.000.000€



SENSEI - Mitsubishi - 39m - 1992 - refit 2007 - 4.900.000€





**BENETTI SD 24 M 2001/2011**

**1.750.000 € VAT INCLUDED (+OPTIONS)**

**FINANCING AVAILABLE**



**FALCON 27 M 2008**

**1.690.000 €**

**RAYMOND DU PUY: BENETTI SD 24 m 2001/2011.** Marvellous Displacement yacht: Steel Hull and aluminium superstructure. Gentleman yacht feeling with a high reliability and security due to a 2001 building and a 2011 total refit and technical upgrade. Stabilizers, Satellite TV, etc.... 2 master cabins + 2 guests cabins for 8/10 guests. Option Hard Top and option Jacuzzi on request.

**Central agency. Financing Available**

**For SALE: 1.750.000 € VAT Included (+options)**

**FALCON 27 m 2008.** Very nice modern designed specimen of well known FALCON model. As new. 380 engine hours. 2x1.800 MTU. Full option.

**For SALE: 1.690.000 €**





**BENETTI SD 110 2008**

**5.400.000 €**

**FINANCING AVAILABLE**



**BENETTI SD 105 DRPH 2002/2012**

**EVERGREEN V: BENETTI SD 110'** is unique. Gentleman yacht recently built: 2008. Combining 1930's style with a modern and comfortable interior design. Incredible outside and inside volume giving a 140' yacht feeling. Flexible accommodation for 8/12 guests, 8/4 crews. Most modern extras: electronics, communication, 0 speed stabilizers, etc....

**Central agency. Financing Available For SALE: 5.400.000 € CHARTER: 68.000 € / week**

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**PALMER & JOHNSON 120'**: 2 X MTU 12V4000 DDEC M90  
4 CABINS + CREW - 8 500 000 EUR.



**AB 116 FROM 2010 AND AB 140 FROM 2009**  
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**GAMMA YACHTS - 2011: 22M - 2X 600HP YANMAR - 3 CABINS**  
2 CREW - FUEL CONSUMPTION 45L/H - 2 156 000 EUR.



**AICON 64**: 4 CABINS - 2 X MAN V12 (2X1224  
HP) 780 000 EUR.



**MANGUSTA 92' - 2006**: 28,30M - 2 X 2400 HP  
MTU 16V - 4 CABINS - 2 600 000 EUR.



**LEOPARD 31 - 2008**: 3 X MTU 2000 - 4 CABINS  
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**LEOPARD 27M - 2000**: 3 CABINS CREW  
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**AB 68' - 2003**: 3 CABINS + CREW  
2 X MAN 1550 HP - 880 000 EUR.



**PRIVILEGE 615 - 2008**: 4 CABINS + CREW  
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**LEOPARD 24 - 2008**: 2 X MTU 12V1850 MI  
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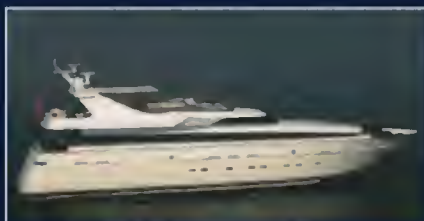
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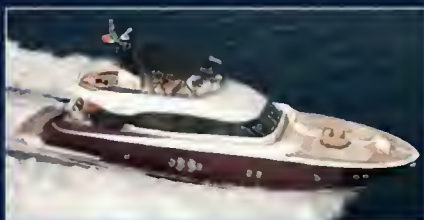
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**CANTIERI DI PISA 100'** : 30M - 4 CABINS + CREW  
2 X MTU 1850 HP - 8 500 EUR/DAY - 58 000 EUR/WK.



**ST. GIORGIO** : MONTE CARLO YACHTS 76' - 23M  
2 X MAN 1400 HP - 3 CABINS 2 CREW - 5 600 EUR/DAY - 40 000 EUR/WK.



**WILJIM** : AZIMUT 62' - 21M - 2 X CAT 1015 HP - SPEED : 30-33 KTS  
- 3 CABINS 2 CREW - 3 800 EUR/DAY - 25 000 EUR/WK.



**MISTER M** : MANGUTA 80' - 24M - 2 X MTU 2000 HP  
SPEED : 28-32 KTS 3 CABINS 3 CREW - 45 000 EUR/WK.



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PERINI NAVI 50 M

2 X DEUTZ 970 HP - SPEED : 13-15 KTS  
5 CABINS - 8 CREWS + TOYS + SEABOB



**GPS** : SAN LORENZO - 27M - 2 X MTU 2000 HP - SPEED : 22-29 KTS  
4 CABINS 3 CREW - 8 000 EUR/DAY - 45 000 EUR/WK.



**AXANTHA II** : 43M - 2 X CUMMINS 750 HP  
10 GUESTS - 5 CABINS - 8 CREW - 140 000 EUR/WK.



**MELANYA** - MAJESTY YACHTS 2007 : 36M - 2 X MTU 2000 M90  
16V 1343 KW - 12 000 EUR/DAY - 85 000 EUR/WK.



**KOKAB** - AB YACHTS 68' 20,65M - 2 X MAN 1550 HP - 3 CABINS  
2 CREW - TENDER & WATER TOYS - 4 300 EUR/DAY - 26 000 EUR/WK.



**GREMAT** - LEOPARD SPORT 27M - 2 X MTU 1850 HP  
3 CABINS 2 CREW - 8 000 EUR/DAY - 38 000 EUR/WK.



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Riva



VENTURA

PERSHING

## Pershing 88

asking €1,595,000  
ex Tax

2004 A further €300.000 price reduction!

Equipped for serious fun, this boat has a super-fast 175hp 3.5m Novamarine jet RIB, a 2-seater Sea-Do, a Kawasaki SXR800 jetski, a Jincheng folding 2-seater motorbike, a dive compressor and gear, waterskis, a wakeboard and various towable inflatables. Inside are entertainment systems, satellite TVs and sound systems, plus 3G satellite internet and wi-fi. Sleeps 8 in 4 cabins plus 3 crew. A superb example of this iconic 50mph Pershing. Lying Italy.



## Riva 85 Opera Super

asking €4,200,000  
ex Tax

2008 One owner from new, willing to consider offers

An unmissable opportunity to acquire this exceptional, cherished example of Riva's stunning 85-footer, in perfect condition and ready for delivery to her new owner. Unbelievable equipment list including two generators, electric bow thruster, CCTV, tropical air-conditioning, water-maker, Satellite TV, zero-speed 'gyroscopic' ARG stabilisers. Powered by twin 2000hp MTU engines delivering up to 33 knots. Lying Turkey.



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VENTURA YACHTS



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lower cabins. Accommodation  
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Gyroscopic zero-speed stabilisers.  
Powered by twin 2400hp MTU  
engines giving 27/29 knots, range  
420nm. Lying S.France.



## Ferretti 881

asking €3,250,000  
ex Tax

2006 Exceptional example, immaculately maintained

Beautiful matt finished Cherry interior. Superbly spacious main deck. Accommodation for 8 in 4 cabins, plus 2 crew cabins. All usual Ferretti refinements, including zero-speed 'gyroscopic' ARG stabilisers. Twin 2200hp MTU engines give 24 knots cruise and 28 knots max. Fully equipped and currently undergoing a full winter service programme for pristine start to the coming season. Lying Italy.



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### ADMIRAL CLASS 1500

Steel, built 2000 by De Gier & Bezaan, dim.: 14,95 x 4,70 x 1,40 m, accommodation for 4 in 2 cabins, 2 x Perkins. 135 hp diesel, round bilged, built to high Dutch standards. For inland cruising (headway 3,45 m) and sea going.

Asking EUR 585,000

Central Agent: Loosdrecht +31 35-5829030



### NOBLESSE BELLAMARE 54

Steel, built in 2007 by Noblesse Yachts, The Netherlands, dim.: 16,00 x 4,90 x 1,20 m, 6 berths in 3 cabins, 2 cabins with French berths. 2x 170 hp Vetus Deutz DT66472E engines. hydraulic wheelsteering, electronic engine controls, hydraulic bow- and stern thruster.

Asking EUR 595,000

Central Agent: Sneek +31 515-428030



### NORTHERN MARINE 78

GRP, built in 2003 by Northern Marine U.S.A., dim.: 23.50 x 6.60 x 2.00 m, mahogany high gloss interior, sleeps 8 in 4 cabins + one single in pilothouse, 1x Cummins KT19M 600 hp diesels, max. speed 12 knots, 100 hp hydr. bowthruster and 55 hp hydraulic stern thruster.

Asking EUR 3,250,000 (VAT not paid)

Central Agent: Sneek +31 515-428030



### HAKVOORT 70 TSDMY

Steel, built in 1993 by Hakvoort Shipyards, dim.: 21.20 x 5.80 x 1.90 m, alu. superstructure, wheelhouse, saloon, two + one crew cabin, 7 berths, twin MAN D2866LE 440 hp engines. With a gloriously luxurious interior by Pieter Beeldsnijder Design.

Asking EUR 1,195,000

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### HOEK 51

GRP, '06, built by Kooi Makkum BV, dim.: 15.33 x 4.20 x 1.80 m, The Hoek 51 is a wonderful, classic lined ship, with very nice overhangs, a beautiful little superstructure and a flush deck.

Asking EUR 825,000

Central Agent: Hindeloopen +31 514-524000





### HOEK CLASSIC 66

Luxury and comfortable aluminum SY, built in 1995 by Bloemsmak Makkum, dim.: 20.28 x 4.91 x 2.50 m, 4 double cabins, well equipped and maintained, teak decks overhauled in 2006.

Asking EUR 990,000

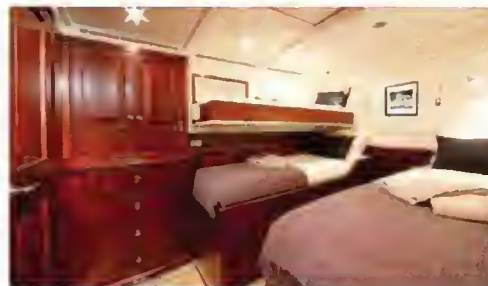
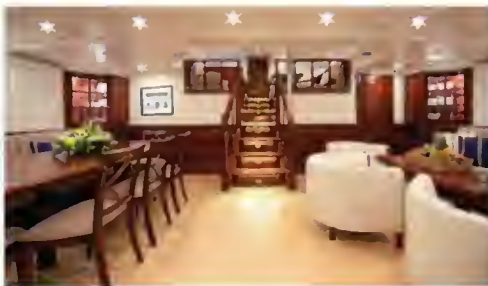
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## 41m OCEAN EMERALD

Rodriquez Cantieri Navali - 2009  
12 guests in 5 cabins + crew  
Asking Price: € 7.900.000  
Also available for Charter

Central Agents  
for Sale and Charter

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for Charter



### 35m GINEVRA

Tecnomar - Velvet 35 - 2008  
8 guests in 4 cabins + crew  
Weekly charter fee from € 68.000

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### 36m VIRIELLA

Maxi Dolphin 118' by German Frers - 2001  
9 guests in 4 cabins + crew  
Weekly charter fee from € 50.000

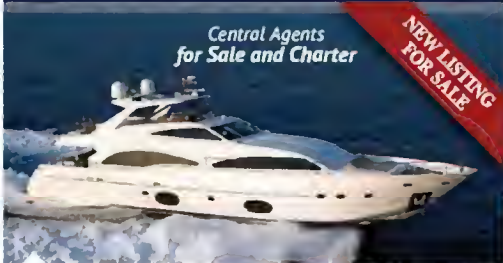


Central Agents  
for Sale

### 24m TOBEKA

Cantieri Navali Arno - Leopard 24 - 2005  
6 guests in 3 cabins + crew  
Asking Price: € 1.750.000

Central Agents  
for Sale and Charter



### 30m INSPIRATION B

Ferretti Custom Line 97' - 2006  
12 guests in 5 cabins + crew  
Asking Price: P.O.A.  
Also available for Charter

Central Agents  
for Charter



### 33m MARHABA

Ocea - Commuter 108' - 2007  
9 guests in 4 cabins + crew  
Weekly charter fee from € 46.000

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for Charter



### 21m GABY

Abacus Marine - 2008  
8 guests in 4 cabins + crew  
Weekly charter fee from € 30.000





Central Agents  
for Sale

## 15m GO WILD

Cigarette Racing Team LLC - 2006  
10 seats - 1 Custom Cabin  
Asking Price: € 750.000



Central Agents  
for Charter

## 41m OCEAN SAPPHIRE

Rodriguez Cantieri Navali - 2010  
12 guests in 5 cabins + crew  
Weekly charter fee from € 115.000



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for Sale

## 30m FOIE GRAS

Nicholas Witsen & Vis Alkmar Holland - 1974/2010  
7 guests in 4 cabins + crew  
Asking price: € 1.150.000



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## 22m TRILLY

Dalla Pietà Yachts - 2007  
11 guests in 4 cabins + crew  
Weekly charter fee from € 30.000



Central Agents  
for Charter

## 30m BEYOND THE CLOUDS

Benetti - 2004  
8 guests in 4 cabins + crew  
Weekly charter fee from € 45.000  
Also available for Sale



Central Agents  
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## 21m VARUNA

Philip & Son Ltd - 1909  
Asking Price: € 470.000



Central Agents  
for Charter

## 26m YUMI

Alalunga 85' - 2007  
9 guests in 4 cabins + crew  
Weekly charter fee from € 36.000



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for Sale

## 36m CLEOPATRA

Riva - Athena 115' - 2009  
12 guests in 5 cabins + crew  
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Engines 2 x 2434 hp MTU 16 V 2000 M93

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SUNSEEKER 82 YACHT 2006

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£1,495,000 EX TAX

Engines 2 x 1675hp C32



SUNSEEKER PREDATOR 74 2010

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TILUSA 25,76m



FERRETTI Altura 840  
Year 2008  
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FIRENZE STAR 29,35m



PR MARINE  
Year 1999  
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AYOUCHKA 28,7m



BENETTI  
Year / Refit 1975 / 2009  
€ 1,600,000

RED SKY 28,1m



GUY COUACH  
Year 2002  
€ 1,650,000

SEQUENCE 27m



ADMIRAL  
Year 1983  
€ 450,000

FLECHE D'ARGENT 18,7m



OTAM  
Year / Refit  
1999 / 2012  
€ 730,000





## MOONEN 83 - *MONA LISA*

YN 159 - Year 1994 (Fully refitted)

Construction: Steel/Aluminium  
 Dimensions: 25.15 x 6.00 x 2.00 metres  
 Engines: Twin MAN D2840 LXE, 820 bhp each  
 Performance: Maximum speed: approx. 13.0 knots  
 Accommodation: 6 guests in 3 cabins, 2 crew in 1 cabin  
 Range: Approx. 2,000 nm at 9.0 knots

Price € 1,200,000 VAT paid

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YN 184 - Year 2007

Construction: Aluminium  
 Dimensions: 28.90 x 6.80 x 1.80 metres  
 Engines: Twin Caterpillar C32 Acert, 1825 hp each  
 controllable-pitch propellers  
 Performance: Maximum speed: approx. 26.0 knots  
 Accommodation: 8 guests in 4 cabins, 2 crew in 1 cabin  
 Range: Approx. 2,500 nm at 11.0 knots

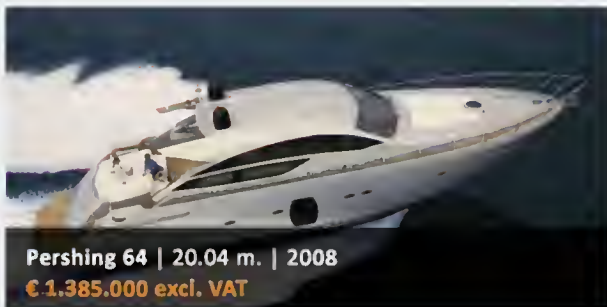
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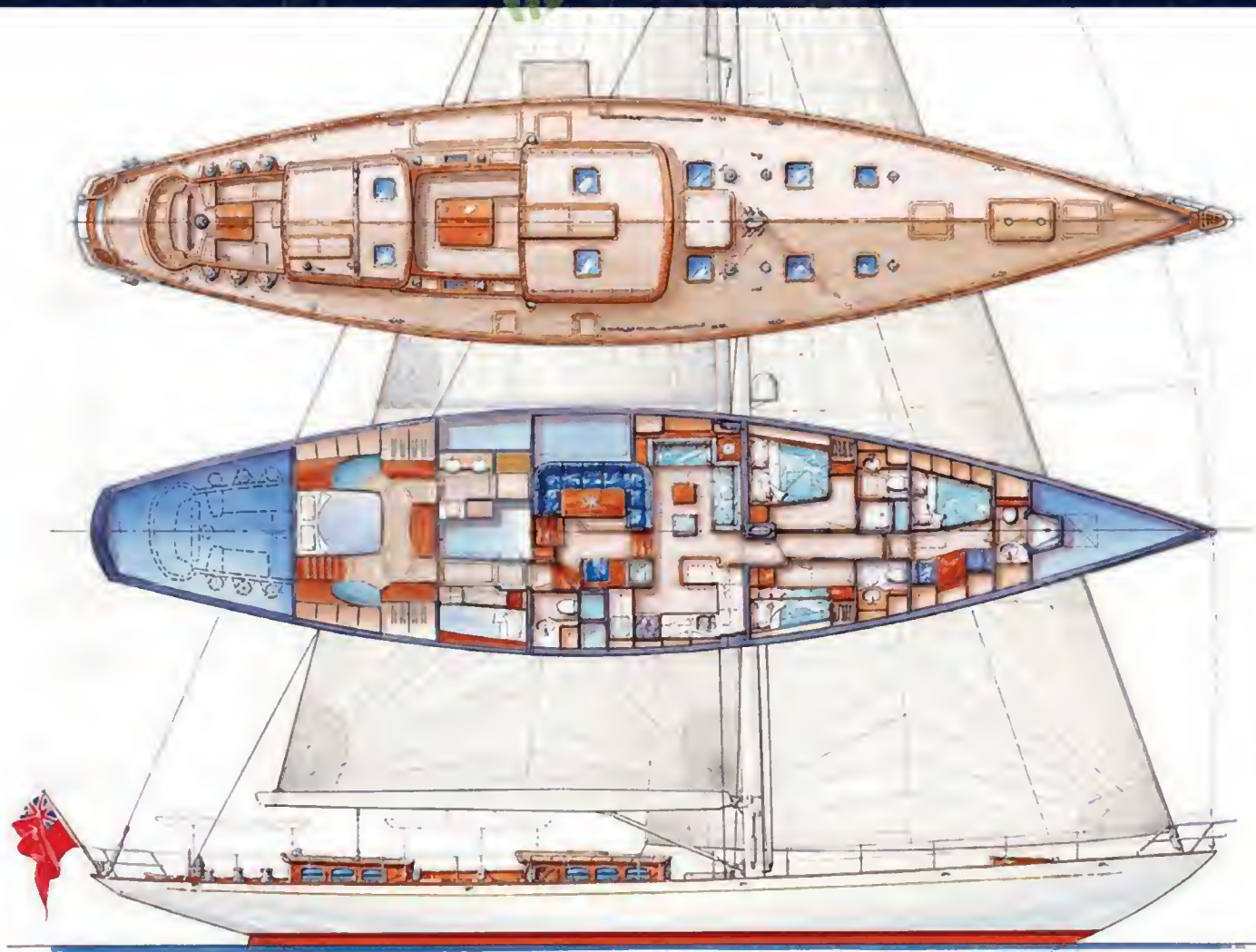


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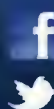
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**120' (36M) / 126' (38M) INACE AFT HOUSE EXPLORERS**  
Starting at \$11,550,000



**ALL OCEAN 100' (30.5M) | LUIZ DE BASTO DESIGN | 2013**  
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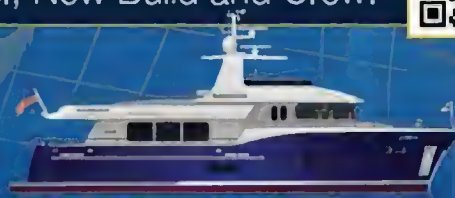


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**LOA** 64m

**Cruising Speed** 8.5 knots

**Engines** Volvo Penta 1x650 HP

**Tenders** Arimar 6.7m, 115 HP

Viking 4.75m, 40 HP

**Guests** 45 maximum

**Crew** 19

**Cabins** 18 (1 mini suite, 8 double, 1 twin,  
8 twins with pullman bed)

**Asking price** Euro 32.000.000

**Charter prices** €140.000/week (15/4-14/10)

€119.000/week (12/3-14/4 & 15/10-11/11)

€105.000/week (12/11-29/12)

€ 84.000/week (rest of year)

17, Gr. Lampraki,

185 33 Pireaus, Greece

T: +30210 41 13 194,

F: +30210 41 18 818,

email: [info@adyachting.com](mailto:info@adyachting.com),

url: [www.adyachting.com](http://www.adyachting.com)

[www.greekyachts.gr](http://www.greekyachts.gr)



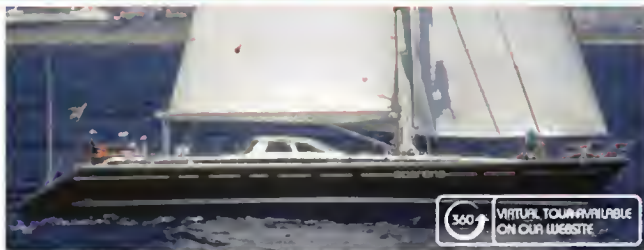


## WHIMSY

BRIAND DESIGN 80' / LOA 23.98M / BUILT 2005 AT VAUDREY MILLER, NZ / 6 GUESTS - 2/3 CREW / 3.250.000 € VAT PAID

This striking, sleek and fast sloop is a true blue-water cruiser, conceived to sail round the world in all comfort and security. Easy to sail by a small crew, with the sensitivity of a racing yacht, she offers long distance, high-performance touring. WHIMSY features a well-designed, clean and clutter-free deck, a welcoming modern interior with a spacious saloon and three versatile guests/owner cabins. The well separated crew area aft provides maximum privacy on board. She is in exceptional good condition.

**MORE INFO & SAILING YACHTS ON [WWW.HAAS-INTERNATIONAL.COM](http://WWW.HAAS-INTERNATIONAL.COM)**



**SCARENA** JONGERT 2900M / 3.250.000 € / LOA 29.77M  
BUILT 95 / DOUG PETERSON - JONGERT DESIGN  
8 GUESTS - 4 CREW

Immaculate construction standards and remarkable sailing performance.  
Elegant interior with special noise and heat insulation for maximum comfort.  
Still in first ownership.



**OBSESSION II** CIM 115' / 3.500.000 € / LOA 34.20M  
BUILT 02 / BERRET RACOUPEAU DESIGN  
8 GUESTS - 5 CREW

Exceptional space and sumptuous accommodation with a well designed aluminium hull for performance. Major refit actually underway.  
Very competitively priced.



**BONA DEA** JONGERT 25DS / 1.250.000 € VAT PAID  
LOA 26.62M / BUILT 1977 REFIT 11 / PETER SIJM -  
JONGERT DESIGN / 6-8 GUESTS - UP TO 4 CREW

Plenty of living space and comfort. Large and cozy deckhouse and protected outside cockpit seating area.  
Maintained in first-class condition. Ideal and safe family yacht.



**COLOMBAIO** JONGERT 25S / 1.650.000 € / LOA 28.8M  
BUILT 92 REFIT 02 PETER SIJM - JONGERT DESIGN TEAM  
6-8 GUESTS - 2/4 CREW

Comfortable and safe blue water cruiser with beautifully crafted mahogany interior with large guests and owner's cabin.  
Privately used only.

**THE SAILING YACHT BROKER**

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INFO@HAAS-INTERNATIONAL.COM  
WWW.HAAS-INTERNATIONAL.COM



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## 90' ABEKING & RASMUSSEN 1956

Designed by Phillip Rhodes. All new Sitka Spruce masts and booms  
Major interior and systems refit at Fairhaven Shipyard.

Tom Corkett  
[corkett@ardell.com](mailto:corkett@ardell.com)



## 132' RON HOLLAND KETCH

1993 Lurssen, Worldwide capability, Superb stability  
and performance, New paint 2012. Located South Pacific.

Craig Cadwalader  
[craig@ardell.com](mailto:craig@ardell.com)



## 80' NORTHERN MARINE 2002

3 Staterooms + crew, 5,000 mile capability for worldwide cruising  
Zero speed stabilizers, 3 Generators, Custom dark wood interior w/accents

Tim Johnson  
[tim@ardell.com](mailto:tim@ardell.com)



## 76' CUSTOM PEDRICK DESIGN 2000

Custom built, Fiberglass/Composite construction, Three Staterooms plus crew  
Power winches/furling system, Set up for short-handed sailing

Jim Elliott  
[elliott@ardell.com](mailto:elliott@ardell.com)

Florida T 954.525.7637 F 954.527.1292 Email [yachts@ardell.com](mailto:yachts@ardell.com)  
1550 S.E. 17th Street, Fort Lauderdale, FL 33316 USA



## 105' CBI NAVI 1998 LONG RANGE EXPEDITION YACHT

3 Staterooms + 6 crew, Full paint job 2008, Mechanical refit 2010  
Navigation & Communications upgrades 2011, Immaculate condition.

Jeromy Mold  
[jeromy@ardell.com](mailto:jeromy@ardell.com)



## 82' World Cruiser

Don Brooke design built to Lloyds 100A1+, Hydraulic sails and  
Winches, New paint, 2011 refit. 4 Staterooms.

Bob Zarchen  
[bob@ardell.com](mailto:bob@ardell.com)



## 87' JOHNSON 2006

Low hours on C-30 CAT diesels, 4 Staterooms, 5 Heads, TRAC stabilizers  
Hydraulic bow & stern thrusters, Furuno electronics, LLC ownership

Todd Rittenhouse  
[rittenhouse@ardell.com](mailto:rittenhouse@ardell.com)



## 78' WEST BAY SONSHIP 2001

Flush deck motoryacht, Walk-around side decks, Large aft deck  
Three staterooms plus crew, Cherry interior. Hard top covered

Jim Elliott  
[elliott@ardell.com](mailto:elliott@ardell.com)

California T 949.642.5735 F 949.642.9884 Email [yachts-ca@ardell.com](mailto:yachts-ca@ardell.com)  
2101 West Coast Highway, Newport Beach, CA 92663 USA



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**2010 SUNSEEKER PREDATOR 130**

Engines: 2 x 3460HP MTU 12V 4000 M93L  
Lying: South of France

£10,950,000 Ex VAT  
Joint Central Agent



**2003 43M ALFAMARINE TRI-DECK YACHT**

Engines: 2 x MTU 12V 4000 M90 2775HP  
Lying: Mallorca

USD 9,500,000 Ex VAT  
Joint Central Agent

KITARO



**2009 SUNSEEKER PREDATOR 92 SPORT**

Engines: 2 x 2434HP MTU 16V 2000 M93  
Lying: South of France

£3,595,000 VAT Paid  
Joint Central Agent



**2010 SUNSEEKER PREDATOR 74**

Engines: 2 x MAN 1360HP V12  
Lying: South of France

£1,350,000 Ex VAT  
Central Agent



**2010 SUNSEEKER 88 YACHT**

Engines: 2 x 1947HP MTU 12V 2000 M94  
Lying: Spain

£3,095,000 Ex VAT  
Central Agent



**2004 FERRETTI CUSTOM LINE 94**

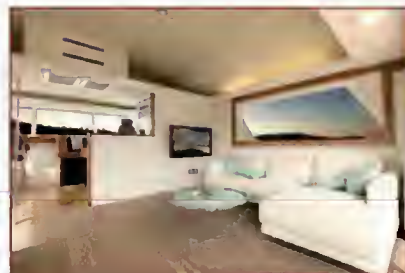
Engines: 2 x MTU 16V 2000 M91  
Lying: Mallorca

€3,350,000 Ex VAT  
Central Agent

Dbeere Yachts Ltd, 2nd Floor Berkeley Square House, Berkeley Square, London, W1X 6EA  
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# MV SAVANNAH - 2011 EXPLORER 80



MV "Savannah" was designed and built in New Zealand for long range high latitude cruising. Her 10,000 nm range allows for extended periods at sea without the need for bunkering. "Savannah" is the perfect world cruiser or commercial expedition vessel.

During her initial long range sea trial across the unforgiving Tasman Sea in 2011 from Auckland, New Zealand to Brisbane, Australia, "Savannah" proved herself to be an exceptional ocean going vessel.



## SPECIFICATIONS

Length OA: 25m  
Beam OA: 6.9m  
Draught: 1.7m  
Air Draught Mast folded :10m  
Twin Perkins 300 hp  
Fuel Cap: 40,000 Litres  
Gross Tonnage: 158 tons

Net Tonnage: 54 tons  
Cruise speed: 10/12 knots  
Range: 10,000 nms  
Steel construction, fibreglass features  
5 compartment watertight subdivision  
Lying: Brisbane, Australia  
Price: \$3.65m USD ex tax, negotiable

*Designed and can be surveyed for international ocean passage under Maritime New Zealand and Australian NSCV Rules.*



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# THE SUPERYACHTS

# 25

VOLUME TWENTY-FIVE 2012

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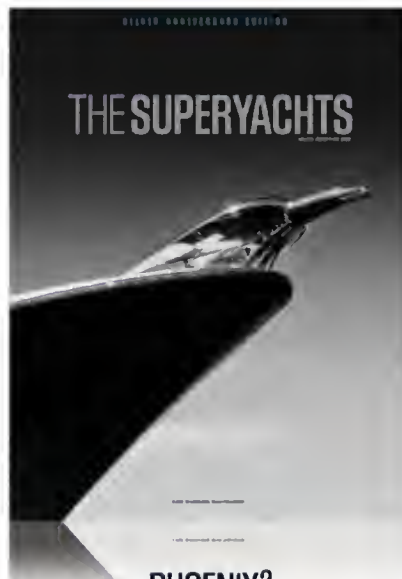


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**PALLADIUM**

exquisite innovations and styling



**PHOENIX<sup>2</sup>**

staggering drama in design

### 2012 BOOK HIGHLIGHTS

• 3 collector edition covers • World exclusive superyacht reviews • A record 25 new yachts captured in 695 photos plus deck plans • 12 featured superyachts join the Register of the World's Largest Yachts • Quarter-century Superyachts Timeline – reflecting on the historical significance of many yachts featured since 1988





Farr 72'

**\$695,000**

Fort Lauderdale

From the board of the main man, built by Southern Wind in 1991. The big news is she was built to single-hand, so Flying Dutchmen everywhere will dig the deck layout. Also comes with nice non-teaky decks for easy-clean, whilst downstairs is a wealth of teak joinery with space enough for a posse of non-sailing buddies - how fab is that?



Oyster 82'

**£2,600,000 + VAT**

Lymington

Good looking Rob Humphreys with fab blue metallic livery and pearlescent rig - shy and retiring, she ain't from 2004, skipper maintained since before hatch - she gleams. Charter coded to the gills, she also comes with an onboard computer system that makes the space shuttle look rather de trop.



126' Schooner

**€2,500,000 + VAT**

Western Mediterranean

Drop dead gorgeous modern classic which first got wet in 2003; she comes with all the charm of an altogether kinder age, yet was built following faithfully the original lines drawn by William Fife Junior, so many moons since. Also comes with the best of today's know how and technology. The head turning of course, is free.



27m Custom Schooner

**£475,000**

South Coast UK

Charming motorsailor in all the best traditions, she first hatched in 1989. Her interior puts the good Doctor's tards to shame and is executed in warm, wonderful mahogany. Also comes with teak decks that go on forever. She is offered fresh from a pitstop of eyewatering proportions. Magic carpet material on steroids.



# DREAM | DIAMONDS ARE FOREVER



## AVAILABLE FOR CHARTER

This stunning 2011, 200'/61m BENETTI features a signature Evan Marshall interior comprising of two panoramic master suites, four guest staterooms, elevator to all decks, a full beam skylounge and vast open & shaded deck areas.

PETER THOMPSON | [pt@ocyachts.com](mailto:pt@ocyachts.com) | +44 7788 755334

MICHAEL WHITE | [mike@ocyachts.com](mailto:mike@ocyachts.com) | +44 7785 360845

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## CLAN VI

This 1983 original 40m Perini has been substantially updated and refitted, re-engined in 2008. Accommodates 12 guests.

Price: 3,850,000 EUR (VAT Paid). Joint Central Agents for sale.



## OBSESSION II

The Owner will consider a trade in of any vessel of up to 22m. This is a beautiful 34.2m sloop ideal for worldwide sailing in comfort and security.

Price: 3,500,000 EUR. Joint Central Agents for sale and charter & Central Agents for charter.



## ECLIPSE

This 32m Alloy from 1991 has had many upgrades, including new mast, boom, rigging, sails, major interior refurbishment, new electronics at both helms.

Price: 4,300,000 EUR. Central Agents.



## CYCLOS II

Built by a team of top names, 28.33m of breath-taking beauty, top quality construction and immaculate taste, her speed under sail is just as impressive.

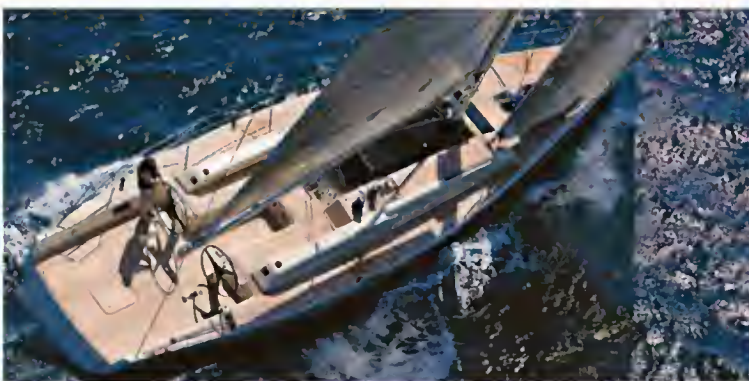
Price: 1,950,000 EUR. Central Agents.



## CARBON OCEAN YACHTS

The new series CARBON 82 is a true cruiser-racer that excels without compromise on all levels. Accommodates 6 guests.

Price: 8,995,000 USD. Central Agents.



## WALLYÑO

This 18.5m Wally from 2002 has been maintained to the highest level. A wonderful family cruiser with an Owner who is open to offers. Yacht's cradle included.

Price: 1,290,000 EUR (VAT paid). Central Agents.

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### MONACO

38m Leadship from 1981, comprehensively refitted in 2006 by Pendennis. Accommodates 8 guests.

Price: 5,500,000 EUR (VAT paid). Central Agents for sale and charter.



### MAMBA - MASSIVE PRICE REDUCTION

Contemporary & innovative Mulder designed 39m. Recently reduced by 2,200,000 EUR. Accommodates 12 guests in 6 cabins.

Price: 7,300,000 EUR. Central Agents.



### D'ANGLETERRE

This 2008 Bilgin Yachts is a great all round yacht. Sleeps 12 guests, great flybridge with sunroof and Jacuzzi, a good turn of speed.

Price: 2,950,000 EUR. Central Agents for sale and charter.



### ERMIS²

A 37.5m walk in sheep's clothing. 55+ knots, triple MTU & KaMeWa jets. Accommodates 8/10 guests.

Price: 16,000,000 EUR (VAT paid). Joint Central Agents.



### GEORGIE ROSE

This well known and loved spacious 29m Azimut is MCA compliant and the perfect family yacht. Cruise at up to 23 knots in real comfort. Sleeps 8 guests in 4 cabins.

Price: 950,000 EUR. Central Agents.



### JUNA - PRICE REDUCTION

This fine example of a Ferretti 881 RPH from 2008, has never been chartered and has seen Mediterranean use only. 4 cabins with 8/10 berths.

Price: 3,200,000 EUR. Central Agents.





## CUOR DI LEONE

Superb 50m (164') Benetti launched in 1999; recently completed a USD 4m refit in Italy including incredible interior finishes, total repaint, new generators; the list is extensive! Accommodation for 12 guests in 6 suites plus 12 crew maximizes her potential for private and charter use.  
Price: 17,995,000 USD. Contact Agents for sale and charter. Not for sale or charter to US residents while in US waters.



## MAR

50m custom motor yacht from Ortona Novi. Launched in 2008 with transatlantic range, zero speed stabilizers, and much more. Accommodates 12 guests in 6 cabins. MAR combines stylish Italian interiors with comfort and luxury. Enviably charter record that is sure to continue.  
Price: 15,000,000 EUR. Contact Agents for sale and charter.

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## WERE DREAMS

Third in the much praised and admired AMELS 171 Limited Editions Series. Delivered to her Owner in April 2008 and successfully cruised far and wide since. Highly spec'd and superbly maintained without regard to cost, often said but rarely proven - except in this case. Lying in the South of France and ready for the season. Price: 29,950,000 EUR. Central Agents.



## REVERIE - SUBSTANTIAL PRICE REDUCTION

Without doubt the best buy in the mega-yacht market. No matter which way you measure it, length, volume, number of decks or suites, the 70m, 1,975 gross ton, 7 deck REVERIE with 8 guest suites (and 2 further staff cabins) offers unbeatable value. Impeccably maintained and available for immediate delivery to a new Owner. Price: 55,000,000 USD. Central Agents for sale and charter.



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